

FLORIDA STATE LIBRARY

FLORIDA *Highways*

MARCH 1946

Price . . . Twenty-five Cents

-Let the Record Speak!

**"NOT SO TIRED
AFTER A DAY'S OPERATION"**

Says Operator

Sioux City, Iowa
November 13, 1943

"I have operated this Allis-Chalmers HD-14C Tractor for over four years for Mr. Clark of the Clark Construction Company, Hinton, Iowa, and will say that the Torque Converter has it all over the gear type tractors. It has much smoother power and does more work. It is a lot easier to operate than the old tractor.

"I do not feel as tired at night after operating this tractor without all of that gear shifting."

Earl King, Operator

Clark Bros.

SUBJECT: TORQUE CONVERTER TRACTOR
OWNER: CLARK BROS. CONSTRUCTION CO., Hinton, Iowa

PURCHASED
JULY, 1941

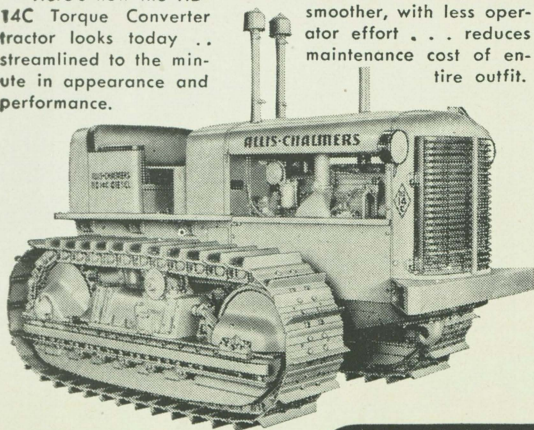
AUGUST 20, 1943.
Only a partial Overhaul
after 6,100 HOURS
OF OPERATION.

MARCH 24, 1945.
First Complete Overhaul,
after 14,000 HOURS
OF OPERATION.

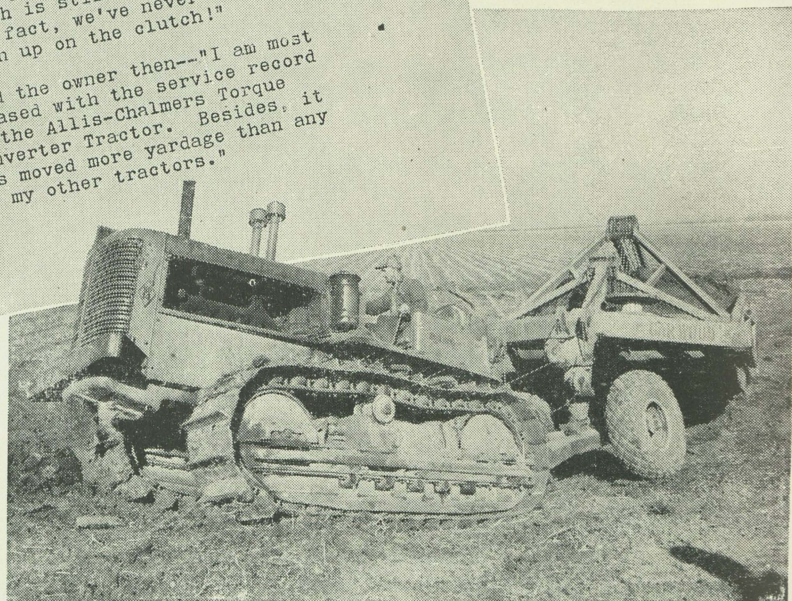
Owner's opinion at this time--
"The Torque Converter is wonderful. It's easy on the tractor--operation is smooth, no jerking. Original master clutch is still on the tractor --in fact, we've never even taken up on the clutch!"

Said the owner then--"I am most pleased with the service record of the Allis-Chalmers Torque Converter Tractor. Besides, it has moved more yardage than any of my other tractors."

Here's how the HD-14C Torque Converter tractor looks today . . . streamlined to the minute in appearance and performance.



Operating the Gar Wood 515 cable scraper, Clark's Torque Converter tractor packs in bigger loads, moves them faster, smoother, with less operator effort . . . reduces maintenance cost of entire outfit.



CLARK BROS. was one of many to test the HD-14C, Torque Converter tractor. All were told to "give it the works." It has proved itself everywhere . . . OUTSERVICED, OUTPRODUCED conventional tractors under the most severe operating conditions. You can be sure you aren't experimenting when you put the Torque Converter tractor to work. It's a thoroughly TESTED, FINISHED PRODUCT . . . the tractor of the times! Get all the facts from your Allis-Chalmers dealer . . . NOW!

SEE YOUR

ALLIS-CHALMERS

DEALER

Farm & Home Machinery Company, Inc.

Orlando, Florida

Llewellyn Machinery Corporation

Miami, Florida

Seabrook Hardware Company

Tallahassee, Florida

ALLIS-CHALMERS TRACTOR DIVISION, MILWAUKEE 1, U.S.A.

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MACK-INTERNATIONAL ADDS TO DIRECTORS

C. T. Ruhf, president of Mack-International Motor Truck Corporation, announces election by the board of directors of two new vice presidents. Frederick W. Beardslee has been made vice president of that corporation in charge of its motor fire apparatus division. John H. Middlekamp becomes vice president of the same company in charge of the general bus department.

Mr. Beardslee, a native of Bridgeport, Conn., joined the Mack Motor Truck Company in 1919. He was made manager of the Bridgeport branch in 1927. Qualifying as one of the country's experts on fire equipment, he was made manager of Mack's fire apparatus division in 1940. His headquarters will be in Mack's Long Island City plant.

Mr. Middlekamp, born in Brooklyn came to Mack in January 1945, after Army service where, with the rank of lieutenant-colonel, he was in charge of truck production in the Ordnance Department. Later he served as director of the automotive division of the War Production Board. Manager of Mack's government department at first, he was made manager of the company's general bus department in April. He will make his headquarters in the company's general offices in the Empire State Building, New York City.

THE GOVERNOR AND THE PARK

Governor Caldwell's journey down into the Everglades national park area to make a first-hand study of potentialities there draws attention again to what is certain to become one of the major attractions of the entire southland.

It is well known that the Everglades area is one of enthralling beauty, but comparatively few persons have had the thrill of exploring extensively there. Scientists have been going deep into the Everglades for many years and bringing back enthralling reports. Development of the area into a natural park has been conceived as a means of making the wonders of the Everglades more easily accessible to tourists as well as to Florida residents.

After the war, State officials and civic leaders will be getting back to the point of giving concentrated attention to development of the park. In anticipation of that time, Governor Caldwell is giving the big project thorough study.

Eventually, no visitor from another State will feel that his stay in Florida is complete without a tour of the Everglades park area.—Lakeland Ledger.

Meat shrinks, less when cooked at low temperatures. Always place roast in the pan fat side up. It will baste itself that way.

TAKE IT EASY, BUD

Funny . . . the variety of things that will cause a person to be in a hurry . . .

A local barber tells us about an elderly gent coming in to the shop for a shave just as the barber was leaving for lunch. . . . "The old gent was in an awful stew," the barber said " . . . just simply had to have that shave immediately . . . right now! . . . couldn't possibly wait!"

Thinking it a life and death matter, the barber overcame the empty feeling in his stomach, gave in, donned his working jacket again, and shaved the gent . . . walked out to lunch feeling very much like a Boy Scout having done his good deed for the day.

His letdown came on the way back . . . here was the customer comfortably parked on a green bench, relaxed, and lazily sunning himself . . . Well, it turned out that the reason for the desperate hurry was the terrible fear that if he didn't get back quickly, someone might gain possession of his favorite parking place.

When the very next day the same gent came into the same shop at the same time, demanding the same service, the barber this time decided his lunch was a little more important.—St. Petersburg Independent.



Midway Between Bok Singing Tower and
Beautiful Cypress Gardens.

Visitors
are cordially welcomed at the large modern
citrus packing house of

**WAVERLY
GROWERS COOPERATIVE**

Waverly
WAVERLY, FLORIDA

PLYMOUTH CITRUS GROWERS ASSOCIATION

R. T. CARLETON, Secretary-Manager

ORGANIZED IN 1909

**CITRUS MARKETING COOPERATIVE
MAYFLOWER AND
PLYMOUTH ROCK BRANDS
PLYMOUTH, FLORIDA**

SALES—SERVICE—RENTALS

Florida Equipment Company
Jacksonville
Tampa
Miami
of
ROAD MACHINERY—CONSTRUCTION EQUIPMENT AND SUPPLIES

A Florida Organization to serve You

J. D. Adams Co.—Motor Graders, Leaning Wheel Graders.
Athens Plow Co.—Plows, Disc Harrows, Tillers.
Buda Co.—Diesel and Gas Engines, Generator Sets.
Blaw Knox Co.—Bin Batchers, Bulk Cement Plants, Steel Forms, and Clam Shell Buckets.
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Koehring Co.—Draglines, Shovels, Cranes, Dumpsters, Concrete Pavers & Finishers, Mud Jacks.
Kwik-Mix Co.—Concrete, Bituminous, and Plaster Mixers.
R. G. LeTourneau, Inc.—Tournapulls, Carryalls, Scrapers, Ditchers, Rooters, Cranes, Power Control Units.
Seaman Motors—Pulvi Mixers, Fire Apparatus.
Shovel Supply Co.—Construction Equipment and Patch Rollers.
Standard Steel Corp.—Asphalt Plants.
Standard Steel Works—Asphalt, Distributors Tar Kettles Tanks and Transports.
Schramm Incorporated—Air Compressors, Gas, Electric and Diesel.

MIAMI
Phone 9-2861—658 N. W. 6th St.

JACKSONVILLE
Phone 5-6232—10 Stockton St.

TAMPA
Phone M-1412—626 Twiggs St.

When is a truck expensive?...

You can measure the cost of a truck *two* ways—and only one is right!

You can go by the price of the truck when you buy—and go wrong. Or you can go by the *cost of the work it gives*—and come out right.

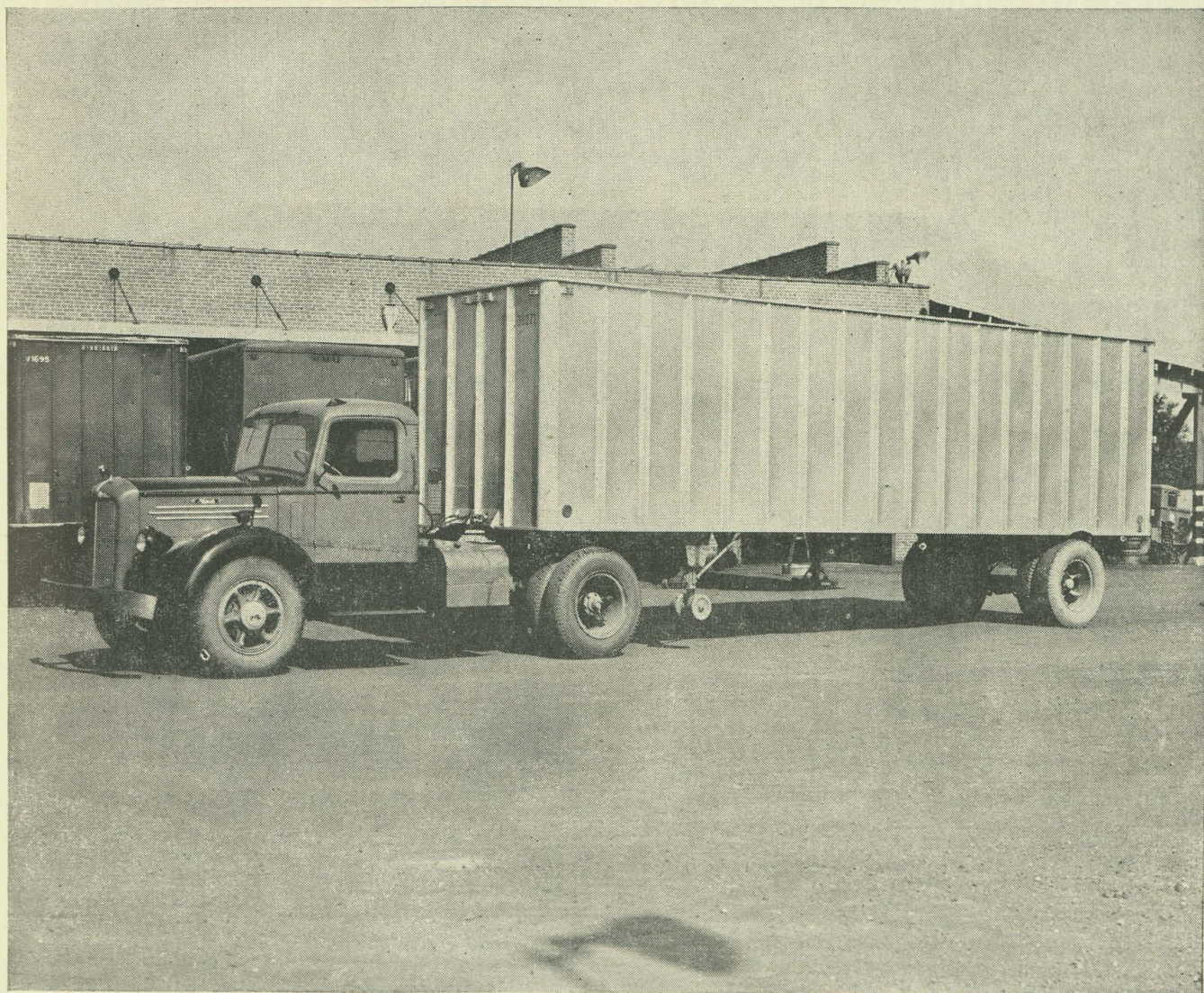
Mack trucks are *workers*. They're *built* that way, clear through. Regardless of their price when new, they're *bargains in work done before they're through!*

Mack case-hardened, generator-ground timing gears are so tough that none has *ever* had to be replaced from wear. That's an example of Mack quality standards and progress.

This means *longer years* of work—steadier work, with less time in the repair shop—*more hauling done for less net cost* . . .

The records of thousands of users of Mack trucks over 46 years bear out these facts.

Put a new Mack to work—and *learn what thrifty trucking really means!*



Mack-International Motor Truck Corp.,
2203 West Beaver Street, Jacksonville,
Fla.; 1712 Platt St., Tampa, Fla. Dealers
in principal cities.

Mack
TRUCKS
FOR EVERY PURPOSE



*Performance
Counts!*

Bus, Truck & Trailer Equipment

Superior Buses Nabors Trailers Hercules Dump

School Buses
Adult Passenger Buses

Vans—Flats
Low Bed Machinery Type
Tandem Axles for all
Trailers

Bodies

Thornton Tandem Conversions for all Trucks

Eaton 2-Speed Axles Watson Transmissions

Truck Rims 5th Wheels Booster Brakes

Safety Gas Tanks

B & C Equipment Company

1839 Main Street

Phone 5-5501

Jacksonville 6, Fla.

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MONROEVILLE, ALABAMA

RAND'S ENTERPRISES

16 East Romana St.

PENSACOLA, FLORIDA

Dial 2107

Rand's Bus Terminal—Pensacola's most modern terminal, serving Eglin Field and all Pensacola Naval Air Fields. Lines to Mobile, Troy, Andalusia, Columbus, Ga., with connections to all points.

Comfortable lounging rooms, designed particularly for comfort of Army and Navy personnel, open 24 hours a day. Excellent restaurant serving good food at reasonable prices, operated in connection with the terminal.

HERTZ DRIVURSELF
DIAL 6262

STORAGE
DIAL 6262

RAND'S TAXI
DIAL 5121

SERVICE STATION
DIAL 6262

FLORIDA-ALABAMA MOTOR LINES

GENERAL OFFICES

Columbus, Ga.

Troy, Ala.

Andalusia, Ala.

Whiting Field, Fla.

Pensacola, Fla.

J. R. Crow, Prop.

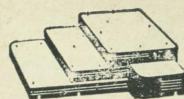
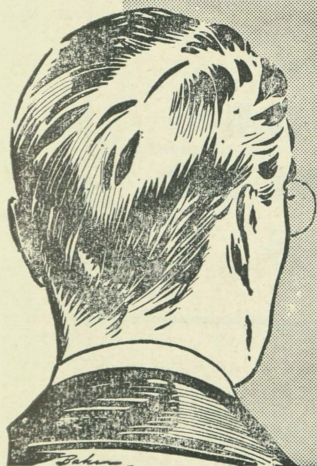


THE INDUSTRIAL TREK IS TO FLORIDA!

Industry has already recognized in Florida a happy combination of advantages which will go into building a prosperous industrial empire. Here are to be found a healthful climate which will increase human efficiency to a profitable degree; advantageous location on direct air, sea, rail and highway transportation routes to both domestic and foreign markets; easy access

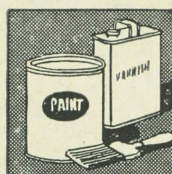
to vast quantities of needed raw materials; an abundant and expanding supply of cheap electric power from a wide flung interconnected system; large reserves of high type of American workers and numerous excellent factory sites.

• No wonder Industry looks to Florida as a new Industrial Empire!



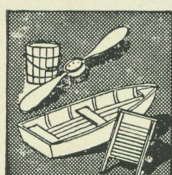
FLORIDA'S NATURAL RESOURCES SAY "YES" TO INDUSTRY ON THE MOVE!

Florida has the needed essentials for industrial prosperity and its supply of raw materials offers dazzling opportunities in many fields of industrial development.



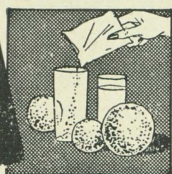
TUNG OIL CAN BECOME A HUGE INDUSTRY...

Nearly two decades of experimentation have shown the feasibility of tung oil production in Florida for numerous commercial uses.



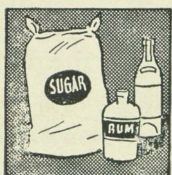
FLORIDA PINE OFFERS TREMENDOUS OPPORTUNITIES

Florida's pine production has been a long established industry. New uses for pine in plastics and other industries opens new fields for expansion.



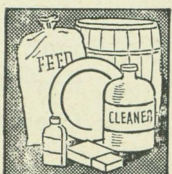
DEHYDRATED CITRUS JUICES LAUNCHES NEW INDUSTRIES

Proved commercially possible during the war, peace time makes possible the marketing of dehydrated juices on a world wide basis.



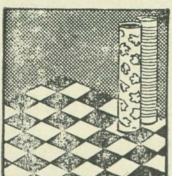
SUGAR AND RUM PROMISE GREAT EXPANSION

Florida's Everglades can produce many times the sugar cane now grown. Already Puerto Rican growers are establishing themselves there.



FLORIDA FIRST IN PHOSPHATE PRODUCTION

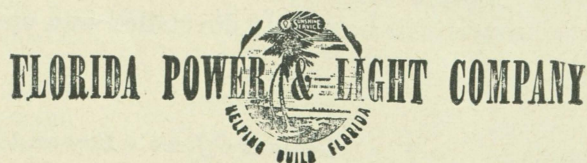
70 percent of the United States phosphate production comes from Florida. By-products offer many opportunities.



CORK OAK IS GETTING INDUSTRIAL ATTENTION

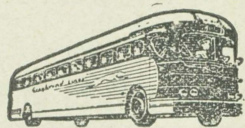
This new industry is designed to make the United States independent of foreign supplies and is another example of the many new industries possible in Florida.

The Industrial Development Department of Florida Power & Light Co. has prepared abstracts on the industrial possibilities of a number of Florida's raw materials. Copies can be obtained from any local manager or by writing the Industrial Development Department, Florida Power & Light Company, Box 3100, Miami, Florida.



An Event of Importance to the People of Florida

FLORIDA MOTOR LINES becomes FLORIDA GREYHOUND LINES



Great new benefits in public highway transportation will be brought to bus line patrons in Florida as a result of the recently-announced affiliation of Florida Motor Lines with the nationwide system of Greyhound Lines.

Under the Greyhound banner, the Florida lines will remain a Florida corporation. Operations will be directed and manned by the same executives and personnel who have built the company to its present position of importance. Results of all Greyhound advances in highway transportation, however, will henceforth be devoted to the improvement of service to Florida travelers.

Newly-designed, more luxurious highway coaches developed for Greyhound will be available for use in Florida. Varied innovations in passenger service, depot facilities, food service and bus scheduling will be adapted to Florida operations, as they are developed for the widespread Greyhound system.

Schedules along Florida Greyhound routes will be closely dovetailed into oper-

ations along other Greyhound routes leading to more than 6,500 cities and towns all over America. Special express runs will provide new high standards of highway travel to distant points. And Greyhound national advertising will give increased attention to the countless travel attractions of Florida, serving to send increased volumes of tour and travel business to this state.

Florida Motor Lines' tradition of excellence in bus service will be maintained and intensified as officials and employees of Florida Greyhound Lines continue at their work of bringing Florida the finest highway transportation it has ever known.



**FLORIDA
GREYHOUND
LINES**

General Offices • Bay and Hogan Streets • Jacksonville, Florida

FLORIDA HIGHWAYS

Official Publication of

State Road Department of Florida—Florida Highway Patrol
Association of County Commissioners—Florida Trucking Association, Inc.

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 14

MARCH 1946



NUMBER 4

JOHN KILGORE, Tallahassee

Editor:

J. E. ROBINSON, Winter Garden

Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

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Address all correspondence to Florida Highways—not to individuals.

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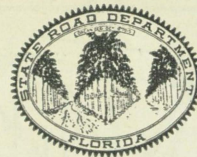
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S. P. Turnbull, Assistant.....Bartow

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Henry L. Baker, Assistant.....Lake City

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J. P. Herndon, Assistant.....Chipley

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J. M. Watson, Assistant.....Ft. Lauderdale

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Capt. Olin Hill, Exec. Officer.....Tallahassee
Leo Foster, Attorney.....Tallahassee

NORTHERN DIVISION

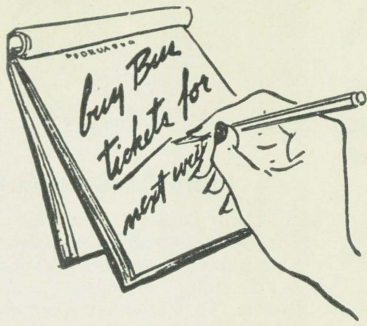
Capt. Fitzhugh Lee, Commander
Highway Patrol Office.....Lake City
Lieut. Clyde Carlan, Dist. Commander
Highway Patrol Office.....Chipley

CENTRAL DIVISION

Capt. H. C. Martin, Commander
Highway Patrol Office.....Bartow
Lieut. J. G. Gallop, Dist. Commander
Highway Patrol Office.....DeLand

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EDITORIALS

Florida's Greatest Agricultural Industry

THIS ISSUE OF Florida Highways magazine is devoted to Florida's greatest agricultural industry—some say, Florida's greatest single source of income—the fabulous citrus fruit business.

Nothing else except perhaps in some years the tourist crop yields as much as citrus fruit production. Estimates of the value of the present citrus crop run to \$200,000,000 in the pockets of growers, packers and shippers. Even this estimate may not include the value added by processing of fruits at canneries, concentrates and dehydration plants and of citrus by-products.

The secret of the ability of the citrus industry to market profitably a crop which has grown far beyond what seemed a few years ago to be the maximum that could be sold lies in the development of new processes. These start with better and cheaper methods of culture and follow down the line of production and processing until the former waste is turned into cattle feed, molasses and oils.

Scientific experimentation has paid off in Florida probably as well as anywhere else in the world. Experiments with fertilizers, with strains of fruit, with cultivation machinery and methods have increased the yield and reduced the overhead costs. Experiments in canning, concentrating and dehydrating have opened a vast new market for fruit which otherwise would be surplus on the markets. Experiments in the use of byproducts such as peel, pulp and seed, have turned this material from a liability into an asset.

Florida's State government has a big hand in the development of the State's citrus crop. The State Citrus Commission contributes in many ways to the successful marketing of the crop which now runs to some 85 million boxes or more, largely through a national advertising program financed by a special assessment on each box of citrus fruit sold. This was the State's first venture into the advertising field but it differs from the general advertising program in that the cost is met by the industry itself and not from general taxation and in that the advertising appeal is naturally restricted to the products which pay the bill.

The State agricultural experiment stations and the State Department of Agriculture, through its inspection service, and otherwise, make important contributions to the amazing growth and development of this great Florida industry.

Participation by the State government is beneficent and in no way parallels some of the irksome bureaucratic controls imposed at times by the Federal government. This is brought about by the fact that representatives of the citrus growers and processors are designated by the State to set up reasonable and fair regulations. All members of the Citrus Com-

mission, for example, are citrus men living in and interested in the citrus business. This avoids the disturbing results that would follow an attempt at control of the citrus industry by hog and hominy farmers or "experts." The men who run this end of the State government are all men who know what they are doing and why.

It may well be said that Florida's citrus industry has grown up. It is no longer in the infant stage but it is still growing. New acreage has been planted recently and will soon be in bearing. This makes it necessary that developments keep pace with production in the future. All citrus growers are interested in this problem since over-production by the addition of new groves demands an equal increase in market demand. The answer is divided between continued advertising and promotion, on the one hand, and steadily increasing facilities and outlets for processed fruits and byproducts on the other. The experimental laboratories have a job ahead of them and so have those who deal with the production of machinery to improve processing.

The success enjoyed by the citrus industry did not come by accident. Throughout the citrus belt are men with vision, initiative, courage and energy who have kept pace with progress and who are still keeping pace.

Production and marketing of such a gigantic crop is an asset to all of Florida. Citizens who live outside of the citrus belt appreciate the needs of those who live inside of it and are always ready to encourage the industry and support it when opportunity offers.

Progress Report On Building Program

IN OUR ISSUE of September 1945, Florida Highways published pictures and descriptions of some of the worst conditions at the State custodial institutions which the State building and general improvements programs were designed to cure.

It is a pleasure to report that some of these deplorable conditions no longer exist. At the Industrial School for Boys hospital repairs are 60 percent complete, construction was started in January on a new dormitory and plans are completed on a school and assembly building for the colored department. At the Industrial School for Girls a swimming pool is 60 percent complete. At the State hospital, building No. 41 is 95 percent complete, addition to white male ward building 10 percent complete, repairs to colored male building 75 percent complete, plans are completed for repairs to white female building, new hospital and infirmary and sewage disposal plant, and repairs to white male and colored female buildings have been authorized. At the Florida Farm Colony a sewage disposal plant is (Continued on page 30)

Florida's Golden Harvest

By Howard Hartley

FLORIDA CITRUS growers will round out the 1945-46 production season early this summer with \$100,000,000 jingling in their pockets as their share of the marketing of a record-breaking crop of 86,000,000 boxes of oranges, grapefruit and tangerines, and with prospects for next year undimmed by labor strife, loss of priceless hours of production or the other evils that beset American industry in these topsy-turvy days of re-conversion.

Because of its enormous investment, total employed personnel and dollar return to the thousands of men and women engaged in growing, picking, packing and processing, the State's biggest agricultural enterprise must be regarded as Florida's greatest source



Transferring fruit from small grove truck to large van to be hauled to packing house for processing.

of revenue. Even the entertainment of tourists, vast as that activity may be, runs second to citrus when the red corpuscles of the State's economic blood stream are counted under the statistician's microscope. But the production of citrus fruits, dating back nearly a century, has emerged from swaddling clothes to the full stature of industrial manhood because of

the perseverance of farsighted leaders, through whose efforts such agencies as the Florida Citrus Commission and its industry-bolstering advertising and promotion program have pumped life into an enterprise that once was in danger of disintegration.

From the days of haphazard marketing, multiplicity of shipping agencies and brands and gross waste of materials that now are utilized in valuable byproducts, the Florida citrus industry today reflects the most modern practices in science and systematic management.

These improvements in production and marketing techniques are paying their greatest dividends during these critical post-war years. Never before has the careful planning proved a greater asset than today when scores of "war baby" industries are facing the problem of returning to the making of civilian goods and the recapture of markets wrecked by the global conflict. The Florida citrus grower stands alone, not only as the producer of a commodity that possessed millions of customers before the war but now must serve an expanded consumer-public.

Because of the tremendous pur-

FLORIDA HIGHWAYS

Tractor hauling tangerines from center of grove to be loaded on trucks at roadside. Picture taken on grove of H. L. Grider near Palm Harbor in Pinellas County.

—Photograph by Karl E. Holland.



chases of citrus and its byproducts by the Nation's armed forces during the war, plus shipments sent overseas to civilian populations of the British Isles and later the peoples of European lands freed of the Axis yoke, the titantic struggle between the democracies and dictator-dominated nations has multiplied manyfold the potential users of Florida's fine fruits. Untold thousands of American young men and women were given Florida citrus as part of their diets in this country's Army, Navy, Marine Corps and Coast Guard. Many of these veterans of today had never before sampled Florida-grown oranges, grapefruit or tangerines. Now that the war is over and these veterans are back home or soon will complete their service it is safe to predict the potential market for the products of Florida's 22,000 citrus growers totals ten times its pre-war consumer aggregate.

It is in this development that leaders of the citrus industry find justification for their prediction that the hundreds of thousands of new acres of groves, which have come into production since Adolph Hitler signed his own death warrant by sending his Nazi legions into Poland and Czechoslovakia, have by no means increased production beyond the saturation point. Moreover, science has come to the aid of Florida citrus growers with a stream of new formulae through which every scrap of peel and every drop of vitamin-laden fruit juice has been given a definite destination and a tangible role in increasing the golden harvest reaped by the industry as a whole, from the top executives to the humblest fruit picker.

Final production figures for the 1945-46 season will not be available until the last late bloom orange has been picked and sent to market. But the experts believe the Department of Agriculture estimates made last summer will not miss the mark more than a few thousand boxes. Here is what the pre-season survey indicated: Oranges, 50,000,000 boxes; grapefruit, 32,000,000 boxes and tangerines, 4,000,000 boxes.

This adds up to a record-break-

ing 86,000,000 boxes, or more fruit than Florida has produced in any year since the first Spanish explorers imported a few citrus seeds from the old country and planted them in the fertile Florida soil. Small wonder the faint-hearted turned pale when the estimates were published.

But the cancellation of huge orders by the armed services failed to disturb Florida's citrus industry any more than the early and midseason fumbblings of OPA in so-called "test liftings" of price ceilings. Instead of donning sackcloth and ashes, the State's fruit producers, packers and processors dusted off carefully laid post-war plans and put them into operation.

The State Citrus Commission, prepared for just such a contingency, worked out an intelligent program of advertising, aimed towards expansion rather than contraction of trade outlets. Florida had whetted fifteen million appetites for citrus during the war through its shipments to that many Americans in army khaki or navy blue. So the industry shifted into high gear before the ink was dry on the surrender papers on the foredeck of the USS Missouri in Tokio Bay.

How the industry's post-war program has worked out is shown by the latest available auction averages, dated on January 23 last and gathered by the Florida Citrus Exchange, largest cooperative, grower-controlled marketing organization.

These averages were as follows: Grapefruit, \$4.02 as compared with \$4.01 for 1944-45; \$3.32 for 1943-44 and \$2.73 for 1942-43; oranges, \$4.42 as against \$4.28 in 1944-45, \$3.57 in 1943-44 and \$3.50 in 1942-43; tangerines (1 3/5 bushel) \$6.16 as compared with \$5.13 in 1944-45; \$4.38 in 1943-44 and \$3.65 in 1942-43.

Bear in mind that the above auction prices were paid late in the first month of this year for fresh fruit only and do not take into account the millions of dollars growers were paid by the State's gigantic citrus canning and processing industry. Approximately one-half of the current 32,000,000 box grapefruit crop will go into cans before the present season ends and

about one-third of the 50,000,000 box orange crop is headed for the same destination.

Even the tangerine, formerly a strictly fresh fruit commodity, is yielding to the canners' laboratory technicians because of the development of a brand new process, never announced until this issue of Florida Highways. Northern consumers will soon be eating their tangerines shipped quick frozen in simple syrup. Details of the new product cannot be made public now but will be outlined in a future article, with producers confident the quick-frozen tangerine section inevitably will push canned grapefruit for top position in the processed citrus market.

Growers have been receiving almost as much for their fruit from the canners and processors as from the fresh fruit auctions. You can subtract only a few pennies from the auction prices to calculate the return to growers from the canning industry, which seems destined eventually to claim as much as 70 percent of all the fruit produced in Florida in any given year.

But let's find out what happens to the \$4.02 a Florida box of grapefruit brings today in the Northern citrus auctions. Take off first eight pennies for auction charge, then 75 cents for freight, eight cents for sales charge, three pennies for the State Citrus Commission advertising campaign, one cent for inspection, \$1.35 for the shipper and thirteen cents for picking and hauling. You have a total of \$2.43. Subtract that from \$4.02 and you get \$1.59 paid to the grower of that box of grapefruit for his fruit on the tree.

These subtractions are the same for oranges, except the advertising fee which drops to two pennies. Five minutes with pencil and paper will produce a figure of around \$100,000,000 return to the growers, taking into consideration the money received from the canning industry.

All of this money, plus every penny of the deductions except freight, stays at home, with the grand total far in excess of \$200,000,000 and the United States supreme court may do something

(Continued on Page 29)

Processing Citrus Fruit . . .

By S. W. Matthews

FLORIDA'S LARGEST single industry—excepting perhaps the tourists—is citrus production. Citrus also is one of the State's oldest resources, oranges having been brought here by the early Spaniards. In its long history, the citrus industry has had to face many troubles: Fruit fly, freezes, scale, rust and fungus, to name a few.

All these hazards have been met and overcome. The weather bureau now warns the growers of cold, and he can, if necessary, heat his groves. Sprays and fertilizers have been perfected to the extent all pests and diseases now known in the State can be kept under control. Man-made pumps and water pipe make it rain when nature fails to provide moisture.

But the most dreaded specter of the citrus industry is overproduction, and overproduction has been leering over the grower's shoulder since the days an orange was a strange, tropic fruit found only in children's stockings at Christmas-time.

How could it be licked? In 1886 Florida produced 1,250,000 boxes of citrus. Less than 10 years later this had jumped to 5,000,000 boxes.

By 1920, Florida was producing 10,000,000 boxes while production in Western States had soared beyond that figure. In the early 1930s Florida's citrus production was near 30,000,000 boxes and it appeared the saturation point had not only been reached—but also passed.

Now, in the season of 1945-46, Florida citrus production will reach somewhere between 80,000,000 and 90,000,000 boxes. Furthermore, there is a market for all of it.

How did this happen? That's the \$64 question, and it is not to be answered in one short sentence. Several factors are involved. First, there was the war demand, with our armed services and our allies clamoring for vitamin-filled foods.

Again, there was the price tag. Steady, patient work in which both Florida and Federal agencies participated, made it possible for, in a manner of speaking, two oranges or two grapefruit to grow where only one had grown before. In other words, enlightened cultural practices cut production costs nearly 50 percent in the decade between 1935 and 1945.

So here were two good answers

to the big question of how record-breaking citrus crops were sold at a profit. Neither of them, however, is the right answer, in that neither is complete. Nor do the two combined fill out the picture.

We must go back 20-odd years to get the story—to the days when men first were learning to squeeze an orange, put the juice in a can and send it to market. They began then, to learn something about citrus. They are learning still. Citrus promises to be another soy bean or peanut for versatility.

Processing the fruit for juice has been a difficult task in itself, and much remains to be learned about it. The canneries first discovered how to put the whole juice in glass or tin containers. The war with its shipping problems came along, and it was found the juice could be concentrated and shipped, so that half a dozen times its bulk in water could be added by the ultimate consumer and he would have orange or grapefruit juice with practically all its original vitamins. Even a concentrated marmalade was, and is, being manufactured.

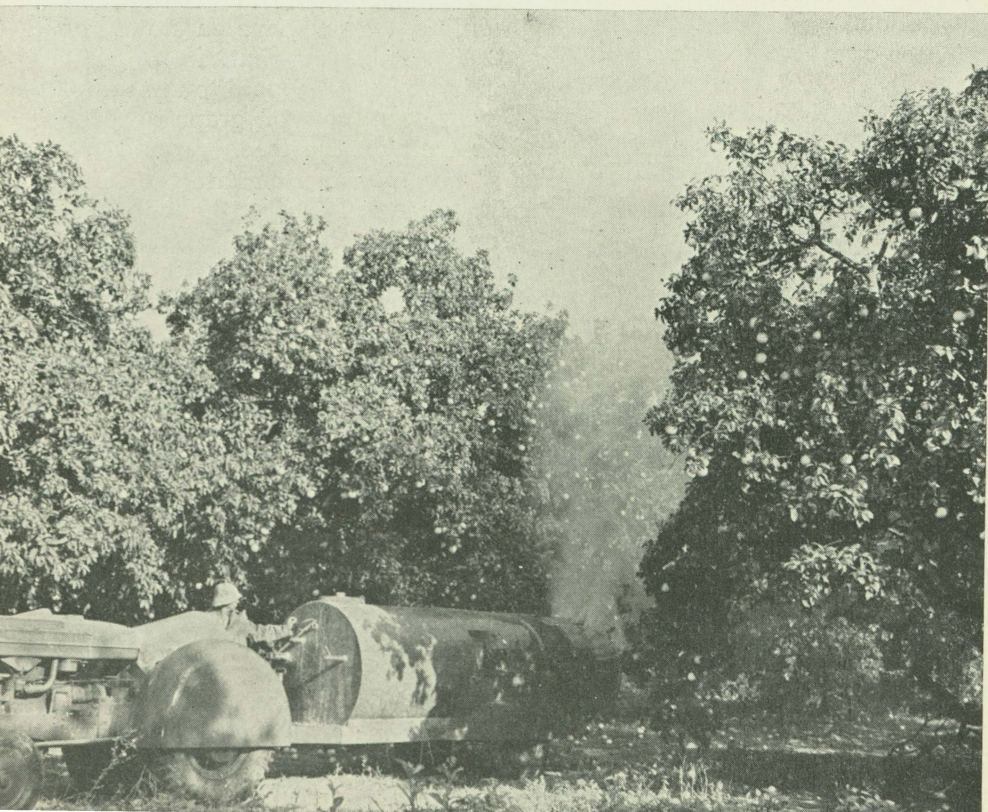
Two methods have been developed for this concentration process. In one, the juice is heated under vacuum and the water taken out in vapor. In the other, the juice is cooled and the water forced out by centrifuge as ice.

At present, several companies are going even further, and plan large scale production of, not a concentrated juice, but of a powdered juice! A spoon of powder in a glass of water, stir a bit and there you have orange or grapefruit juice as tasty as the fresh stuff right from the squeezer.

In the post-war development of frozen foods, citrus juices are expected to take their place and frozen juices, including lime juice, are being marketed.

Not a small part of the canning industry is concerned with sectionized fruit, used primarily for salad purposes. Grapefruit, or a

Spraying orange trees with a "Speed Sprayer."



(Continued on Page 29)

Commissioners Convention . . .

EARL W. SIMMONS of Plant City, a member of the Hillsborough board of county commissioners, and first vice president of the Florida State Association of County Commissioners, was elevated to the presidency at the seventeenth annual convention in Jacksonville in February.

Simmons succeeded S. C. Fox, Fort Lauderdale, veteran member of the Broward board of county commissioners. Preston B. Bird of Dade, was elected first vice president; V. E. Bourland of Orange, second vice president, and Orville Harris of Pinellas, secretary and treasurer. Bird and Bourland were named officers for the first time, while Harris succeeds A. A. (Barney) Poston of Palm Beach. They were elected by the board of directors.

The time and place for the 1947 annual convention will be decided later. Invitations to meet in Jacksonville, St. Petersburg, and Panama City have been received by the board of directors.

Five directors-at-large, all past presidents were elected. They are V. G. Philips of Leon, Ed R. Beckett of Pinellas, Joe F. Hammond of Duval, Fox and Poston.

Directors selected to represent the eight county commission districts were G. E. Lawrence and E. M. Fowler, first; E. W. Roberts and W. C. Roach, second; W. C. White and J. V. McCall, third; J. T. Ferreira and H. F. Powers, fourth; V. E. Bourland and Elmer Blank, fifth; James Baynes and J. W. Foley, sixth; H. M. Stringfellow and Otis L. Howell, seventh; and Preston B. Bird and C. B. Smith, eighth.

Two important committees were named. One composed of V. G. Philips, Joe F. Hammond, Frank Owens, John Chestnut, R. B. Storter and A. A. Poston, will study the problem of gas tax reallocations and other matters relating to county funds.

The other committee, charged with studying all matters of general county welfare, is composed of G. E. Lawrence, W. R. Connell,

Elton McClellan, H. Lightfoot, Elbert Moore, Alvin Gordon and Preston B. Bird.

The association also designated eight members, one from each district, and the newly elected president and secretary-treasurer, as delegates to the annual convention of the National Association of County Officials to be held in Cincinnati, starting June 17. District delegates include E. M. Fowler, first; V. G. Philips, second; (third district delegate will be named later); Ray Greene, fourth; Elmer Blank, fifth; President Simmons, sixth; Otis L. Howell, seventh; and Paul Roridan, eighth.

Harold Colee of Jacksonville, executive vice president of the Florida State Chamber of Commerce, one of the principal speakers of the convention, predicted that Florida is entering an era of unpredictable achievement in every economic field.

"Florida is a moving social and economical phenomenon," he asserted. "We have more than 2,200,000 inhabitants today, an increase of 133 percent in the past quarter of a century, and every indication is that another 133 percent increase will be shown in the next 25 years."

Colee urged the county commissioners to "protect two of our greatest resources of wealth, our cattle industry and our tourist industry by getting cows off our highways." He said that from 70 to 80 percent of all cattle in Florida now are fenced.

"Today, we have 15 counties legally fenced, 17 partially fenced, and two awaiting action of the voters on a no-fence referendum," he said. "The value of our herds is rapidly increasing, and it is not good business to let fine cattle roam the highways to be killed or maimed. Automobile traffic is heavy and is going to get heavier; livestock can no longer buck this traffic. No one can dispute that highways are avenues of travel, and we have just launched a mil-

lion dollar advertising program to induce more visitors to use these avenues. We have no right to ask anybody to come to Florida and be murdered on our highways."

Most of the convention was devoted to discussions of county financial problems, including ways and means of channeling back into the counties more of the tax monies collected in the counties and proposals for revisions of the present gasoline tax allocation plan.

Arthur N. Sollee, Duval County engineer, addressed the convention regarding gas tax distribution, criticizing the allocation plan which returns to the county only four-tenths of a cent out of seven cents tax collected through the sale of a gallon of gasoline. Pointing out that under the present plan one and six-tenths of the tax goes to the State Road Department for expenditures in the county from which the tax is derived, Sollee contended that county officials are better qualified to spend this money than the road department.

"These county officials know where the roads are needed and when they are needed," he said, "they know the traffic the roads must bear and what materials can be most economically used in building them. I believe that the counties should receive the entire two cents of gasoline tax that is rightfully theirs, to spend as they see fit. If this is done, local self-government will come into being again and most of the counties will be in a position to fulfill their obligations to their own traveling public."

Former Governor Spessard L. Holland was the principal speaker at the association's annual banquet. Addressing the association as "representatives of local government in Florida," Holland declared that "the returning servicemen are looking to you to prove that what they fought for was right; that democracy is the best way of life." He recounted highlights of the "four turbulent years that are behind us, and acclaimed as one of

(Continued on Page 30)

New State Road Numbers . . .

THE FLORIDA traveler who has pridefully committed to memory the multitudinous numbers assigned to the State roads is in for a rude awakening. These numbers are all going to be changed.

It may be sad news for such an individual but to most of us who find the weltering maze of Florida road numbers nothing but confusion even on a road map this announcement makes glad reading.

By learning the few principles of the new numbering system any person can tell from the road number itself its direction, approximate location and whether it is a trunk road, a main connecting road or a secondary road.

The need for a renumbering of State roads has long been recognized. Up to 1939 approximately 600 identifying numbers had been assigned to State roads in Florida. In many instances a section of roadway would have two or more numbers, while in other instances one number would be assigned to roads running in all directions. Number 2 for instance, was assigned by past legislatures to as many as fifteen different locations.

A short historical review is necessary to see how this confusion came about.

Reference to the early biennial reports and minutes of the board fail to disclose when the department began identifying roads by numbers. The department was organized on October 18, 1915. The first report which covers the period through September 30, 1916 makes no reference to roads by numbers, nor do the minutes for that period.

However, by October 1917 references are being made to roads by numbers, and the biennial report ending September 30, 1918 uses these frequently. Numbers mentioned in the report went as high as Road No. 12 in Manatee County.

From 1915 to 1923 the matter of selecting routes for the State System (and of assigning numbers presumably) was left to the Road

Department. In 1923 the legislature set up a designated first preferential system of State roads, using the same numbers and substantially the same mileage as those assigned and designated by the department.

This system embraced 3,900 miles of roads; all identified by only 38 numbers, which shows that the first system consisted of trunk roads of sustained length.

It was this 1923 act, however, which started the confusion. By it the legislature reserved to itself the right to designate roads. Because the roads designated at the 1923 session established a priority of construction subsequent sessions would add sections of roads of a road number already designated in the first system in order that the added section would be entitled to priority of construction.

A second preferential system was set up in 1925 and a third in 1929. Additional roads were designated by individual bills at each session. The roads thus designated were assigned numbers in sequence chronologically as they were designated, unless the designating act specified a road number of which the new road would be a part. Thus, all idea of a pattern or numbering of roads by system was lost.

This practice was followed until 1941 when, as mentioned before, the total had reached approximately 600. During the legislative session of 1941 over 15,000 separate roads were designated as State roads. The purpose was the building up of county credits to permit continued participation in distribution of the second gas tax. None of these roads, except a few which have been taken over by the State for maintenance or construction, has been assigned a State road number, though they were given identifying numbers by the department for reference. It would appear ludicrous to have road sign markers on our highways such as, for example, State Road No. 12,452.

The same session in 1941 passed an act authorizing the department to renumber the State roads, directing that the policy followed in assigning U. S. highway numbers be followed and the total numbers reduced to the extent practicable. The act also directed that suitable road signs and markers showing the new numbers be erected as soon as practicable.

There was a delay of more than four years in carrying out the legislative directive because signs were made of critical material and nothing but essential work contributing to the war effort was undertaken. Now that the war is over and sign material again is becoming available the new numbering plan has been established and the new road number signs will begin appearing on the highways in the spring of 1946.

The numbering is based on the gridiron pattern, so that a number will indicate the approximate location of the road it identifies.

The essential principles of the plan are briefly described.

All roads leading from north to south bear odd numbers with the number one assigned to the extreme easterly road. All roads leading east to west bear even numbers with the number two assigned to the extreme northerly road.

Certain control roads have been selected for the purpose of dividing the State into segments within which an appropriate numbering plan may be effected. The north and south control roads are one and two digit numbers ending in 5—5-15-25-35-45-55-65-75-85-95; the east and west control roads are two digit numbers ending in zero—10-20-30-40-50-60-70-80-90.

There are four important diagonal roads, two leading from northeast to southwest and two leading from northwest to southeast—these are numbered 100-200-500-600.

Main connecting roads leading from north to south are assigned one and two digit numbers be-

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Collectors in Annual Session . . .

PROPOSALS TO eliminate the "false bonus" represented by the present discount system in tax payments and to expedite the preparation of tax statements by a speed-up in the drafting of the annual tax rolls, were vigorously stressed at the seventeenth annual convention of the Florida Association of County Tax Collectors held in Jacksonville in February.

Orris Nobles of St. Lucie County, was elected president of the association, succeeding Anthony Schlemman of Hillsborough County. Stetson O. Sproul of Palm Beach County, was elected first vice president; H. Earnest Overstreet of Dade County, second vice president, and Troy E. Moody of Indian River County, secretary and treasurer.

Discussion of tax discounts and their possible abolition was headed by President Nobles, who contended that the discount system is "antiquated, useless and false."

Nobles said that the taxpayer actually does not save any money under the discount system, which starts with a four percent discount for payment of taxes in November, and continues with the discount decreasing by one percent per month through February.

"The great fallacy of this system," said Nobles, "is that the taxpayer is being fooled. Actually, the various taxing units in the county decide how much money they need, then add four percent to it which, when it is paid back to the taxpayer, then is called a discount. If the discount system were abolished, the original tax levy would be four percent less and the annual millage would be proportionately reduced."

Nobles argued that instead of the present system of decreasing "rewards" for early tax payments, a penalty should be imposed against those who do not pay their taxes promptly. He said this reversed system not only would accomplish the same result in persuading taxpayers to pay early, but would save a tremendous amount of work in each collector's office.

He added that from 70 to 85 percent of all tax collections are made during November of each year, the high discount month, and each tax bill paid then must be checked in the collector's office and the four percent discount determined.

"If a net payment were made in November," Nobles asserted, "and penalties invoked for the later payments, a vast amount of clerical work would be avoided." He said the "discount system" does not apply to the payment of other taxes, such as those on intangible property, automobile license tags and others.

The entire question of discounts was referred to the association's legislative committee for study and a report at the next meeting of the association.

The legislative committee also was asked to study ways and means of expediting the delivery of tax rolls to collectors prior to November 1 of each year, the legal time limit. Several speakers said that under the current system it is impossible to write tax bills and mail them to taxpayers prior to November 15, thus leaving the taxpayer only 15 days of the first discount month.

The committee was directed to contact all taxing units charged with fixing millages to determine if mutually agreeable legislation cannot be drafted which will effect a speed-up in the preparation of the annual tax rolls.

The association reaffirmed its approval of a proposal made last year to consolidate all county school districts. Such a consolidation has been voted by referendum in Dade County, but the supreme court has held the action unconstitutional. The legislative committee was directed to follow the case closely in a rehearing which has been granted by the supreme court and, if necessary, to assist in re-drafting the consolidation legislation if its constitutionality is not upheld.

State Comptroller J. M. Lee deplored "a growing tendency toward taking county tax collection

functions from the counties and giving them to the State." He said that proposals being heard now to levy excise and sales taxes are "indications of this tendency."

"When the right to levy and collect taxes is taken away from the county, local government is on the way out," he told his audience. "The privilege of taxation is the first prerogative of government and when that privilege is lost the breakdown of government begins."

State Motor Vehicle Commissioner George H. Asbell, declared that the rapid increase in automobile and truck users in Florida has "outgrown the limits of our organization." Plans are underway now to reorganize the department and modernize it, but these cannot be completed until the 1947 legislative session, he said.

Emphasizing the increase in tax sales, Asbell said 1945 sales were \$800,000 in excess of any previous year and predicted that the 1946 excess will total around \$1,000,000. He said a new tag numbering system must be devised, as well as a method to expedite the transfer of automobile titles. He declared the department also is cooperating with those in other States to devise a uniform license law and also a uniform law covering the legal requirements for title transfers. He said that in many States a Florida title is not recognized because a bill of sale is not attached.

Former Governor Spessard L. Holland, who spoke at the annual luncheon, called upon "the vigorous leadership of this group" to strengthen and maintain the present tax structure. "We are faced with another boom in Florida, and we face, too, a tax collapse such as occurred in 1926," he warned. In our recovery from that collapse we tapped every possible source of untouched tax money and, if Florida gets in the same shape again, I do not know how we shall extricate ourselves.

"A collective refusal to increase millages, to issue bonds for the multitude of proposals that always

(Continued on Page 30)

HOOPER CONSTRUCTION COMPANY



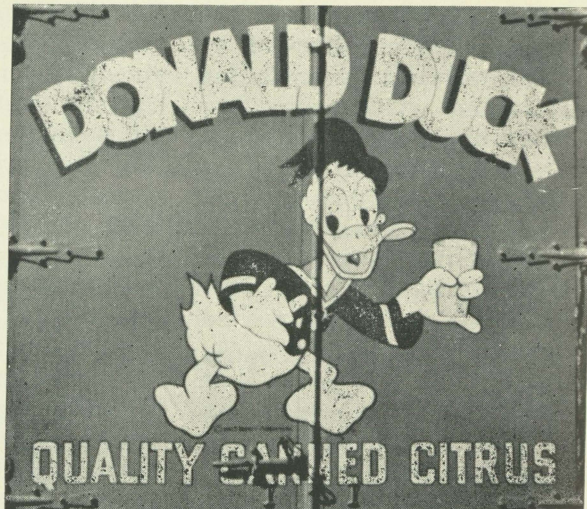
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**"Double Your Sales
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**"We Know What We Can Be-
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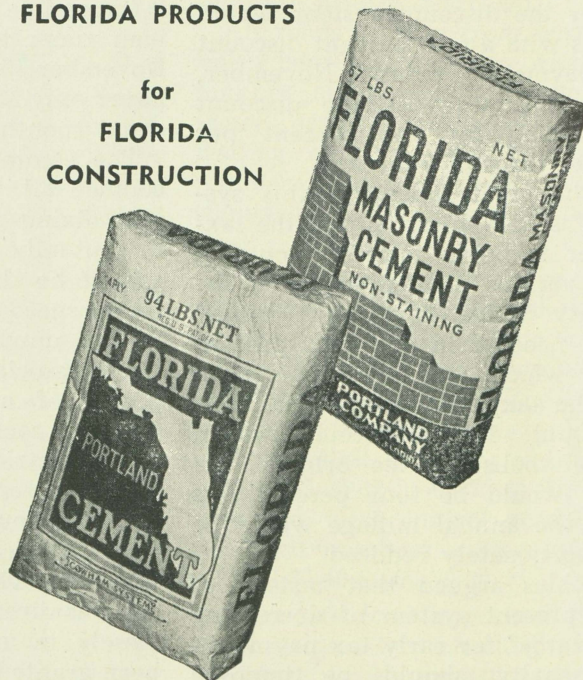
Manufacturers of Quality Canned Citrus Products
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Knowles Heads Attorneys . . .

ACTIVITIES OF Florida County Attorneys' Association during the coming 12 months will be directed by G. B. (Gabby) Knowles of Manatee County, who was elected president at the annual meeting of the association in Jacksonville in February.

Knowles was vice president of the association before he was advanced to president. He succeeded Henry F. Lilienthal of Palm Beach County. Park Campbell of Dade County, was elected vice president, and Charles Luther of Volusia County, was reelected secretary and treasurer.

The county attorneys tied their annual convention into the annual meeting of the Florida State Association of County Commissioners which was in session in Jacksonville.

The attorneys unanimously approved a proposal by John Allison of Hillsborough, that a central office be established in Tallahassee during legislative sessions where

county attorneys may find stenographic service, reference books, and be assisted in other ways in any business they may have with the legislature.

During a general discussion of Allison's suggestion, it was emphasized that this would not be a "lobbying office" in any sense of the word, but would be more in the nature of a clearing house for legislative information of value and interest to all county attorneys.

President Knowles will name a committee to consult with the county commissioners' association to work out a plan for establishing the office.

The attorneys heard a discussion of the legal problems involved in redistricting counties by Lilienthal, and they later engaged in a round-table discussion of the interpretation of the recently enacted hardship law governing the sale by counties of deeds to property seized in tax foreclosures.

S. C. Fox of Broward, immediate

past president of the County Commissioners' Association, expressed appreciation to the attorneys for their efforts to secure passage of the county officials and employees retirement act and later in defending its constitutionality before the State supreme court, where it was upheld.

As tokens of appreciation from the county commissioners, Fox presented fountain pens to John Allison, Harry Johnson, President Knowles, J. Henry Blount, Vice President Campbell and Lewis G. Tribble, a representative of the State comptroller's office.

Dan Kelly of Fernandina, a former member of the Florida legislature, and the first president of the attorneys' association, who was recently inactivated from the armed service, was a special guest at the attorneys' annual luncheon.

Kelly, in a brief speech, recalled the early days of the association, and commended the present association upon its large membership.

NEW STATE ROADS

(Continued from Page 16)

tween the limiting control routes. For example, north and south main connecting roads between control routes 15 and 25 are numbered 17-19-21-23. Main connecting roads leading from east to west are assigned numbers in a similar manner. For example, east and west main connecting roads between control routes 50 and 60 are numbered 52-54-56-58.

Secondary or short route-length roads are assigned three digit numbers. The first number of the three digit number places the location with relation to the east and west control routes as follows:

Between Florida and Alabama-Georgia line and Route 10—Numbers 101 to 199.

Between Route 10 and Route 20—Numbers 201 to 299.

Between Route 20 and Route 40—Numbers 301 to 399.

Between Route 40 and Route 50—Numbers 401 to 499.

Between Route 50 and Route 60—Numbers 501 to 599.

Between Route 60 and Route 70—Numbers 601 to 699.

Between Route 70 and Route 80—Numbers 701 to 799.

Between Route 80 and Route 90—Numbers 801 to 899.

South of Route 90—Numbers 901 to 999.

For example, secondary Road 505 would be located between control routes 50 and 60 and would be found near the easternmost portion. Secondary Road 196 would be located between the Florida-Alabama line and Route 10 would be found near the westernmost portion.

Under the new plan there are at present 19 control or trunk routes, 63 main connecting roads and 349 secondary or short connecting roads, plus four important diagonal roads that do not fit into the pattern. Some numbers in the series for main connecting and secondary roads are reserved

for assignment to new roads in order that the pattern will not be disrupted by future development.

A new highway sign and marking manual has also been adopted. Under this the new design, size, color and placement of all guide, directional, warning and regulating signs and markings will be more nearly in keeping with those recommended by the American Association of State Highway Officials and followed by the most progressive States.

These new signs and markings will be observed alongside the highways about the same time as the new highway number signs.

The highways are being readied not only for the tourists, but for the heavy migration of permanent residents we expect to come to the State as conditions approach normal.

The Nation's first "drive-in" filling station was opened in St. Louis, Mo., in 1905.

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“Badcock Will Treat You Right”

Bullfights in Florida? . . .

(Editor's note: Florida's centennial year, 1945, celebrated the hundred years of statehood, by recalling many a tale long forgotten. The following by a professor in journalism at Northwestern University, Chicago, just came to hand. But it's as interesting in 1946 as it would have been in 1945—it's a story well told.—By ELMO SCOTT WATSON in Jacksonville Journal.)

TRY TO HOLD a bullfight anywhere in the United States today and the SPCA will have you in court in no time at all. But there was a time when a young Army lieutenant held one on the soil of Florida—and he staged his *corrida* with the sanction of government authority, implied if not expressly stated. It came about thus:

At the close of the war with the Indian tribes of the Southern Plains in 1874-75, Lt. Richard Henry Pratt of the Tenth cavalry was put in charge of 70 Kiowa Comanche, Cheyenne and Arapaho warriors who were sent as military prisoners to old Fort Marion, near St. Augustine.

During Pratt's stay there he became a welcome visitor in the homes of some of the St. Augustinians who were descendants of the original Spanish settlers and he frequently regaled his hosts with tales of his life among the Indians and wild animals of the Western Plains.

Some of these yarns were about buffalo hunts he had seen—of the prowess of Indian hunters who rode recklessly into the midst of a stampeding herd and killed the huge animal with bow and arrow. Pratt's Spanish friends listened politely, but they weren't visibly impressed. Of a certainty, the red men were exceedingly skillful with the bow, they agreed. And, no doubt, it was a remarkable feat to send an arrow clear through the body of a tough old buffalo bull. But did the young senior really consider buffalo-hunting such a dangerous sport when one was mounted on a nimble, sure-footed Indian pony that could easily keep out of the way of the big, clumsy bison?

Now, in Spain, men fought bulls that were really dangerous—wild fellows that were agile, for all of their bulk. They had long, sharp horns and nasty tempers—oh, of a certainty, they were man-killers! And these men went into the arena on foot, with only a sword and a cape. After all, when you're talking about men of courage and daring . . . !

The young American became a bit nettled by the Spaniards' patronizing manner. By gad, he'd show 'em whether his Indians had "sand" or not! And as for their fierce bulls, let 'em trot out one of the brutes and he'd have his redskins kill it. They wouldn't use a gun, either, and he'd guarantee that these proud Castillians would get as many thrills out of his bullfight as any they'd see in Granada or Seville.

The sporting St. Augustinians didn't lose any time in taking up the lieutenant's proposition. From a cattle-raiser down in the Everglades they got a bull, famed both for his size and his mean disposition. Just to make sure he'd be in good fight humor, they kept him in a small pen where they starved him and tormented him regularly to make him even meaner.

Impresario Pratt was busy, too, preparing his amateur bullfighters for the test. The Indian prisoners' regular diet was salt pork and beans and they were ravenous for fresh meat such as they had known when they were free men on the prairies of the West. So they were delighted when their young white chief told them about the forthcoming bullfight, especially since he promised to let them have the meat of the slain bull for a barbecue if they'd put on a good show. As one man they volunteered to become bullfighters. But out of their number Pratt selected two of his "matadors."

One was a Cheyenne who had been the champion buffalo-slayer of his tribe. The other was a Kiowa, named White Horse (Tsen-T'ainte). Down in Texas, where Tsen-T'ainte had made many a

raid, killing settlers and carrying their women and children away into captivity, he was known as a "bad hombre." His crafty, pock-marked face mirrored perfectly the savage nature that had made him one of the most ruthless enemies of the white man in the Southwest.

Once he had killed and scalped two whites within a mile of the Kiowa agency in Oklahoma. Then he had the audacity to come into the agency for a council and there, before Agent Lawrie Tatum and Col. Benjamin Grierson, commandant at Fort Sill, to boast of his deed. It was no wonder, then, that after the surrender of the hostiles, White Horse had been one of the first selected to occupy a casement cell in Fort Marion.

If he felt honored to be selected by Pratt to prove his skill as a buffalo-slayer he gave no sign. But "fresh meat!"—the Kiowa's eyes gleamed as the young white chief spoke those words and told him what he must do to earn it.

Having selected his bull-fighters, Pratt asked the St. Augustinians to provide an arena for the coming spectacle. So they shut off one of the principal streets of the old Spanish town with barricades, behind which they erected improvised grandstands.

When the big day arrived, these stands, as well as the grilled balconies overlooking the street, were filled with excited citizenry. According to traditions associated with the *corrida*, the affair opened with speeches by the lieutenant and by local officials. Then, with a fanfare of trumpets, a huge crate was pushed out into the arena. The front end was jerked aside and the bull stepped out, blinking his eyes in the bright sunshine. At the sound of the spectators cheering and clapping their hands, he stood there weaving slowly from side to side and shaking his head menacingly.

After another fanfare, the two Indians trotted their horses, which Pratt had obtained from a local

(Continued on Page 35)

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FLORIDA CITRUS FRUITS

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CITRUS FRUITS and CANNED CITRUS JUICES

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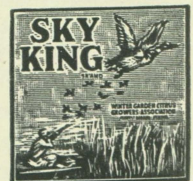
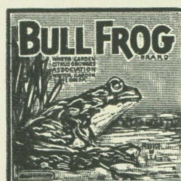
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P. C. Peters, Secy.-Mgr.

FLORIDA

County Activities and Personalities...

PALM BEACH COUNTY commissioners authorized the payment of \$1,250 to the Palm Beach County Resources Development Board. The money was assigned from the general publicity fund.

■ In an effort to obtain more State road building for the county, W. S. Weaver, county clerk, and Herbert Sapp, attorney for Bay County, appeared at Tallahassee before the State Road Department. They presented a program desired for the county.

■ Polk County commissioners have endorsed a plan by the city of Bartow to acquire the land, building and equipment at the Bartow Army Airfield. The city has been negotiating with the Federal government for the airport.

■ Highlands County commissioners have given their support to the county tax collector in his refusal to sell a beverage license to the Sebring Elks Club.

■ J. P. Harlee, of the Palmetto district, was reelected chairman of the Manatee County commission when the board reorganized early in January. Commissioner John T. Knight, was renamed vice chairman. G. B. Knowles was reappointed county attorney.

■ Volusia County commissioners have renewed their discussion of the proposal that a courthouse annex be established at Daytona Beach. It was pointed out that the county would save money by the move since many county officials have to spend money each year in the renting of quarters at Daytona Beach, which is a heavily populated area of the county.

■ At their 1946 reorganization meeting, Levy County commissioners elected J. E. Hogan chairman and Randolph Hodge vice chairman for the year.

■ Duval County commissioners have deferred action of a zoning commission recommendation calling for the revocation of a building permit for a Southside garage apartment. The commission wants its attorney, J. Henry Blount, to

make an examination of the zoning law.

■ Through the courtesy of Volusia County commission, crippled children will be transferred to the Orlando crippled children's clinic according to an announcement made by Dr. R. D. Higgins, director of the Volusia County health unit. A DeLand transit bus will make a trip on the second Monday of each month.

■ Suwannee County commissioners elected Lavaughn Sessions, a senior member of their group, as chairman of the reorganization meeting early in January.

■ Approximately 100 miles of road are to be built in Clay County according to an announcement by County Commissioner S. D. Saunders. He related this following a meeting of the county commissioners with Senator Edwin Fraser who outlined the program. The first piece of road to be built will be a strip from Macclenny to Middleburg, according to Commissioner Saunders.

■ Hardee County commissioners scheduled February 12 as the date for a referendum on a new high school building. The citizens were to vote on a proposal to set aside \$10,000 annually from the county's share of the State race track funds for the next 15 years for the construction of a new high school building at Wauchula to replace the one burned last spring.

■ Sumter County commissioners have designated the Sumter County Times at Bushnell as official publication of the board during the current year.

■ J. V. McCall of Jasper, has again been named chairman of the Hamilton County board of commissioners. This was the fifth time in five years that he has been honored by the selection.

■ At the reorganization meeting, Martin County commissioners re-employed all the county employees. Captain Fred Stafford, who has returned from military leave of absence, was reinstated as county engineer.

■ A contract has been signed by Bradford County commissioners with a Jacksonville firm for "investigation, reports and recommendations for acquisition, design, and construction of a hospital."

■ Robert F. Bradford was elected chairman of the Leon County commission for 1946 at the reorganization meeting early in January. Chairman Bradford is now in his sixth year in commission service in Leon County. He succeeded V. G. Phillips.

■ Brevard County commissioners, at an early January meeting, commenced discussion of plans for extensive road and bridge improvements and continuation of mosquito control program throughout the county. A. Fortenberry was elected chairman.

■ Gilchrist County commissioners have adopted a resolution to conduct a campaign for funds by public subscription in order to build a small hospital at Trenton. The board members themselves pledged about \$800.

■ County Engineer E. M. Rader has recommended to the Dade County commissioners that they accept the bid from Powell Brothers for construction of a new bridge across Little River at North Miami avenue.

■ Walter Spence of Niceville, was elected chairman of the Okaloosa County commission for the new year at a recent meeting of the board. A. J. Baker was retained as captain of the county stockade.

■ The DeSoto County commissioners have decided to employ a county health nurse for a trial period of six months. Miss Erma Whitlock, recently returned army nurse, was selected for the place.

■ Indian River County is interested in locating some person who will give consideration to the plan of operating a nursing home in the county for aging residents. The Indian River County group is supporting the project.

■ Some of the major agricultural problems of Putnam County were

(Continued on Page 34)

J. L. EWELL, President
S. L. CLEMONS, Secty.-Treas.

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P. O. Box 1665

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Famous Dr. Phillips Stamped Tree-Ripe

Oranges

--

Grapefruit

--

Tangerines

IT HAPPENED IN FLORIDA...

Julia Rehwinkel Holland

A FISHING CRUISER recently ran over an automobile near Craig, down in the Florida keys! The cruiser Wecatchem, owned by Scott Braznell and skippered by Capt. Jack Carpenter, was coming up the channel lickety split when it hit the old abandoned automobile, which was being used for a crawfish trap.

★ St. Petersburg residents have been amazed to see ferocious appearing, dragon-like creatures, with horns and crests, running across the streets, reared erect on their hind legs. They're basilisks, a variety of lizard credited by ancient mythology with breathing fire and brimstone from their nostrils, and dying only when they saw their own reflection in a mirror, but these are harmless and are descendants of some basilisks, which escaped from the Florida wild animal ranch several years ago.

★ Susie, a cocker spaniel belonging to Mrs. Oscar Broughton of Jacksonville, is having a busy time commuting between two Jacksonville homes and keeping two litters of puppies, plus one, well fed and satisfied. She took over her double task of taking care of the 14 puppies after a neighboring cocker died of poison when her 5 pups were only nine days old.

★ Miami residents were provided with an unusual thrill when two manatees, commonly called sea cows, which are so scarce they're just about worth their weight in gold, were transferred by net and crane from the fresh water side to the salt water side of the temporary dam in the Little River Canal. One sea cow was a baby, weighing about 600 pounds while the other was a mama that must have weighed nearly a ton. Sea cows die if they cannot get back to salt water and these had made a visit upstream before the dam was placed and, trying to return to salt water, found their way blocked.

★ C. F. Tresca, Jacksonville florist, is probably the only florist in the State whose hobby is raising alligators. He now has 120 specimens of various sizes in his side yard, which ordinarily would be abloom with camellias and azaleas at this time of year.

★ A fox and a raccoon are bunk mates at Lake Tresca nurseries since an opossum in an adjoining cage died. After the possum died, the fox and coon united to gnaw a hole in the partition between their cages and now they bunk together.

★ In Key West, Frank Smith, well known amateur conchologist, recently told some interesting habits of shellfish to be found in waters around the Florida keys. Did you know these: The pink conch lives on clams, sitting patiently by the side of a clam until the clam opens its shell to breathe when it puts its horny foot inside and slits the clam muscle in half for the day's meal. The file shell can be used as a file in an emergency. And the star shellfish may be placed against the eye and in five minutes will have gathered up any foreign particle in the eye without pain to the eye.

★ A five-foot non-poisonous snake, a courthouse employee and a soldier caused a commotion in Tampa on a recent afternoon. A passing car ran over the snake, after which the soldier quickly stepped on its head, stunning but not killing it. Miss Mary Brandon, in the crowd watching the soldier battle the snake, was dared to take it into the courthouse. She boldly picked up the reptile by its tail, even though burly cops were not sure it was harmless, carried it into the courthouse and then deposited it in an ashcan near the corner.

★ Crawfordville residents will no longer be annoyed by the goats, which have been running loose about the community for years. Albert Moore, the local barber,

bought the goats and sold them at a loss in order to rid the town of the pests.

★ W. L. Blackman of McDavid, thinks one of his hens must have decided she was a zebra. He found an egg of normal size in four different shades of brown with stripes circling the shell in the short direction.

★ In Dinsmore, Mrs. L. D. Davis was surprised to find monsters growing on her vines when she started digging her sweet potatoes. One, looking something like a huge turtle, is 25 inches around and weighs 9 pounds, 14 ounces. The Duval County agent thinks there must be something unusual in their soil because he has had even larger potatoes brought to him by amazed growers.

★ C. L. Broley, Canadian ornithologist, and other bird lovers are incensed over the ruthless slaughter of American eagles around Tampa by boys with rifles and slingshots. Mr. Broley has found two broken eagle nests and found a mother eagle and two eaglets, slaughtered by rifle fire, and says hopes for a fine crop of American eagles along the Gulf Coast are being blasted by the careless youngsters.

★ A doll saved 3-year-old Louise Finney of Tampa, from serious injury when she fell from a second story window at her home. The doll cushioned the girl's fall to the ground and left her unmarked, except for a slightly chipped tooth.

★ St. Petersburg police headquarters resounded with titters when it was learned that "Little Brother," a cute 10-year-old negro boy with a winning smile, recently termed the "Crying Burglar," had escaped from the Industrial School for Boys at Marianna. He is only 4 feet 2 inches tall, but his St. Petersburg police record dates back four years when he began skipping school and pilfering and he has 15 jail breaks to his credit. Now they are looking for "Little Brother" again.

★ The pulling power of Florida citrus advertising was demonstrated in Lakeland when the Flor-

(Continued on Page 36)

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Milk - Cream - Ice Cream

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JOE WILLIAMS RESTAURANT

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Two Miles Out Phillips Highway

**Steaks, Seafood
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Canners and Packers

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FINEST QUALITY FOOD PRODUCTS

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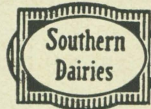
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McLEAN - SIMS MACHINERY CO.

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Lima Draglines, Cranes, and Shovels

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Diamond Crushing and Screening Equipment

Sales - Service - Rentals

PALATKA, FLORIDA

WEDGWORTH'S

**BELLE GLADE
FLORIDA**



FLORIDA FOURTH ESTATE

Time Makes A Correction

TIME MAGAZINE will make an apology in its issue tomorrow for having erroneously reflected upon Governor Caldwell and Florida in a recent article telling of the case of the negro taken from a jail in Madison and shot to death.

Governor Caldwell objected that Time had badly distorted the picture. Time investigated and readily agreed to publish corrections.

Said John Shaw Billings, Time's editorial director, in a letter to Governor Caldwell:

"Mr. Luce and I, as well as the editors of Time, deeply regret that you have been placed in an embarrassing position by the poor reporting of the magazine and we trust that this correction we are running will prove satisfactory not only to you but to your constituents who have taken you to task on this matter.

"Please let us assure you that it is Time's fundamental purpose to get things right and when it fails it is not only ashamed of itself but anxious to make amends as quickly and as fairly as possible."

Florida and the other Southern States have had a hard time living down their reputation for lynching negroes at the drop of a hat, and so the correction by Time is greatly appreciated not only by Governor Caldwell but also by all his fellow-Floridians. —Lakeland Ledger.

Health Services Pay

IN HIS ADDRESS to the annual meeting of the Children's Home Society in Jacksonville recently, Governor Caldwell took occasion to make a rather extended review of the State's welfare program which is now costing in the neighborhood of thirty million dollars annually. He urged better educational and health services in Florida as a means of cutting the future load of dependency costs.

The governor said he believed that the State can "plan more soundly to reduce the ratio of dependency" as he pointed out that education, public health services, hospitalization, care of the insane and feeble-minded, prison affairs and activities of the welfare board and industrial commission all are part of the general health and welfare problem.

In calling for the better services he outlined, Governor Caldwell said that although we are spending a large amount in welfare work, "we have failed to diagnose the underlying causes and treat the sources of the trouble."

That is undoubtedly true. If we take the need for additional facilities to care for, and cure, tubercular patients, as indicative of the over-all health picture of the State, we get some idea of what must

yet be done to "treat the sources of the trouble."

Evidence of whether it pays to spend the taxpayer's money on health and educational programs for the benefit of the public is found in figures recently released by the State Department of Education.

These figures reveal that 62 former tuberculosis patients, cured of their disease at the State tuberculosis sanatorium at Orlando, and then trained by the vocational rehabilitation service, were able to earn last year a total of \$123,000, or an average of \$1,975 a person, and together paid \$13,746 to the government in income taxes.

Similar results can be obtained in the whole field of public health service, as can be seen from another statement of Governor Caldwell when he said that the board of health has extended its services to all counties and through use of new preventive measures is making "important strides" toward reduction of malaria, venereal disease and other ailments that frequently made persons dependent on public and private agencies.—Ocala Star-Banner.

Ringling Gift Ready To Be Bestowed

ANNOUNCEMENT THAT the executors of the estate of John Ringling, Ida Ringling North and John Ringling North, are prepared to turn over the fabulous museum and palatial home of the late Sarasota circus magnate to the State of Florida will be welcome news not only to Sarasota and the State of Florida, but to the Nation and the art-loving world.

The anticipated acceptance of the proffer will leave the way open for the preservation of the collection for posterity. This undoubtedly was the wish of the late Mr. Ringling when he made the bequest. As an attraction to the State and to Sarasota the home and properties are of inestimable value, but even these important considerations should not obscure the larger objective—that of turning over to the generations of art lovers to come a collection the value of which in money has been appraised for estate purposes at \$15,000,000. But this covers only the intrinsic value at the time of appraisal. To it must be added a substantial appreciation in value in the meantime. But even this does not relate the full story. For by acceptance of the proffer, Sarasota and the State of Florida will become the permanent home of one of the large collections of art not only in the Nation but in the world. At a time when many great collections are being dispersed, that of the late circus magnate is thus to be preserved in perpetuity.

Behind the letter to Gov. Caldwell which disclosed the intention, willingness and ability to turn over to the State this priceless col- (Continued on page 34)

MARKHAM BROTHERS & COMPANY

TOMATO AND BEAN CANNERS

"TWIN OAKS" AND "OAK HILL" BRANDS

OKEECHOBEE, FLORIDA

HOTEL VALDEZ

Ben C. Small, Manager

"SANFORD'S LEADING HOTEL"

Overlooking Lake Monroe—Sanford, Fla.

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ARMCO DRAINAGE & METAL PRODUCTS, INC.

Jacksonville, Florida

HARDAWAY CONTRACTING COMPANY

GENERAL CONTRACTORS & ENGINEERS

GENERAL OFFICES

COLUMBUS, GEORGIA

KISSAM BUILDERS' SUPPLY COMPANY

BUILDING MATERIAL

KISSAM TILE

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CHALLENGE and SEA ROBBER BRANDS

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Tampa

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Growers, Packers, Cannery of Citrus Fruits

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FLORIDA'S GOLDEN

(Continued from Page 13)

about the six bits per box now going to the railroads.

The grower, of course, spends a great deal of this money to keep his grove in shape for next year's crop. He buys fertilizer and grove machinery, irrigation pipe and sprayers. He employs grove foremen and maintenance crews. With his net profits he maintains his family, pays taxes and supports the institutions of his community, county and State. So it is with the packer and shipper with his tremendous payrolls at the packing house. Pickers today are getting the highest wages in the industry's history. It is not uncommon for a skilled picker, whites and negroes alike, to take home anywhere from \$50 to \$75 on a Saturday night. This money likewise is pumped into Florida's economic arteries.

What of next year? There is naught but optimism throughout the citrus belt. Whether you travel through Pinellas or Polk, Orange or Hillsborough, fertile Indian River or Marion, Sarasota or Manatee, Lee or Pasco you will find the 18,000 growers and the 100,000 men and women directly engaged in the harvesting, packing, shipping or processing of Florida's citrus confident that new markets await exploration, that the economic rebirth of Europe and Great Britain, plus the Far East and South America will mean millions of new consumers and that science will develop hitherto undiscovered byproducts made from citrus and its components.

All these things will come to pass because Floridians with the know-how, born in the travail of depression years and developed in spite of difficulties that frequently appeared insurmountable have geared their citrus industry to the tempo of the times. Backed by the State Citrus Commission and its constantly expanding program, the danger of over-production seems too remote to warrant apprehension, because Florida produces the finest citrus in the world and people everywhere will continue to patronize the merchant with the best merchandise.

PROCESSING CITRUS

(Continued from Page 14)

grapefruit and orange mix, are the most popular products in this line.

The canning and processing industry now utilizes about one-fourth the Florida orange crop and two-thirds of the grapefruit crop. This means that at present—this season—as much citrus fruit is being sold as juice, concentrate, marmalade, jelly, candy and wine, as was grown in the State 10 years ago. And there is the basic answer to the question of overproduction.

Naturally, the processing industry has had no easy task of it. When the canneries first began, it was customary to dump their refuse—the peel, pulp and seed—in some isolated spot. Dairy and beef cattle munched a part of it, but as the industry grew, so grew these piles of waste, creating a sanitary problem of ever-mounting proportions.

In time, it began to appear the canneries would be smothered under the peel. But then, another enterprise was brought into being. Processes were developed whereby this cannery waste was ground, treated and dried into a palatable stock feed. So the canneries, instead of meeting an expense in their disposal problems, found a profit either in selling their waste pulp or building their own feed mills.

Matters were not, however, as simple as they sound. The feed mills in turn ran into their own waste disposal problems. In their drying process they released vast quantities of additional, useless juice, known to the trade as press water. This water polluted streams and lakes, killing the fish. If the thousands of gallons went down wells there was the threat of injuring Florida's subterranean water system. One well even blew up, due to formation of gas from the chemicals in the waste water.

So was born yet another citrus byproduct industry. It was discovered this waste water, with certain treatment, would yield a molasses comparable to black strap as a cattle feed. So now the juices are taken from the press water and when the chemists finally are

finished with it the disposal problem has been licked and Florida has perhaps 5,000,000 more gallons of molasses on which to fatten her cattle, plus 75,000 tons of dried citrus pulp for the dairy and beef industry.

Citrus and citrus byproducts are used in many other forms. Marmalades, preserves and jellies from citrus form the basis of a substantial industry. A dozen factories turn out citrus candy and crystallized peel.

Citrus oils are the base of another branch of the industry. The peel oil from oranges, grapefruit, limes and tangerines is highly prized as a flavoring. It is produced in commercial quantities by grinding the peel and then separating the oil from the resulting mass by a super-centrifuge. Some oil also is distilled in the process of manufacturing molasses. Average annual oil production in recent years has exceeded a quarter million pounds.

Citrus wines have been produced for many years, and one plant is in operation in Polk County, manufacturing alcohol from citrus molasses. This alcohol is used to fortify spirits made from fruit sources.

Commercial production of pectin is another new citrus byproduct industry, and yeast also can be made. Meanwhile, chemists are delving further into that mysterious fruit which grandfather as a little boy, knew only as a gift from Santa Claus.

The last 20 years, even the last 10 years, have seen citrus production in Florida nearly tripled, production costs cut nearly in half, approximately a third of the crop goes into cans and the development of byproducts which of themselves provide a substantial new Florida business whose payroll runs into the millions of dollars annually.

This is the story of citrus processing to date. Interesting? What about the story 10 years from now?

Apparently there is nothing to prevent erection of thousands of dwellings except a shortage of materials, a dearth of labor and an endless amount of red tape.—Indianapolis News.

COUNTY TAX COLLECTORS

(Continued from Page 17)

come to mind when money is cheap and plentiful, or to be stampeded by inflated values that sooner or later will come down to earth again will guarantee this State a steady, sane growth and preserve it from another boom aftermath," he declared.

Tribute to the memory of Ray Neel of Tallahassee, chief clerk in the State comptroller's office, who recently died, was paid.

Fuller Warren, Jacksonville attorney, the principal speaker at the annual banquet, warned that a "third world war more frightfully devastating than any of us can imagine, and which may wipe out civilization, will come upon us unless all civilization girds now for peace and fights for peace with the same energy and determination that won World War II."

Retiring President Schleman reported in detail on the fight for adoption and the upholding of the county officers and employees retirement act.

Personnel of committees President Nobles named for the ensuing year follow:

Steering Committee: Clyde H. Simpson, Duval, chairman; L. C. Kickliter, Martin; W. K. Collins, Leon; Stetson O. Sproul, Palm Beach; H. Earnest Overstreet, Dade; S. C. Middleton, St. Johns; Anthony Schleman, Hillsborough; Randall Wells, Putnam, and Andre Vostre, Schleman's chief deputy.

Legislative Committee: H. Earnest Overstreet, Dade, Chairman; Ray Clements, Polk; W. K. Collins, Leon; John R. Jones, Escambia, and John D. Jinkens, Seminole.

One representative and an alternate member from each of the 11 districts in which the State is divided by the association for administrative purposes were named to the district executive committee. They are: J. R. Jones and A. J. Appleberg, first; J. Drew Hall and Mrs. Mary Roberts, second; R. J. Taylor and W. H. Bethea, third; J. L. Arnow and H. H. Hair, fourth; L. A. Klarer and C. L. Saunders, fifth; M. D. Graham and Grady Patten, sixth; J. F. Mercer and Mrs. Carmelia Paul, seventh; John D. Jinkens and Miss Pearl Cullen, eighth; Jay Starkey and G. E. Johnson, ninth; Miss Charlie Hagerman and Mrs. Edna M. Platt, tenth; and L. C. Kickliter and Herman Meeks, eleventh.

PROGRESS REPORT ON BUILDING PROGRAM

(Continued from Page 11)

completed and repairs to wards, auditorium and six other buildings are completed or nearing completion.

This status report was made as of February 4 and by the time we go to press much further progress will have been made.

Citizens may rest assured that something is being done.

COUNTY COMMISSIONERS'

(Continued from Page 15)

the State's greatest assets "the achievement of a fair, firm, equal and decent formula for the assessment of real estate taxes."

Holland said that the 67 counties this year will receive "windfall tax money" from the race tracks and other sources, and cautioned officials to "spend this money wisely for permanent county improvements. Our war veterans have seen too much waste, for all war is waste."

Keith L. Seegmiller of Washington, D. C., attorney and representative there for the National Association of County

Officials, emphasized that only in the past decade has any close relationship between Washington and the individual county developed. He said that today almost every act of congress contains some element of vital interest to the

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smallest governmental unit. He listed such legislation as the Federal aid program for the assistance of rural or secondary road construction, public works programs, surplus property disposal plans, airport development projects and similar matters which directly and vitally affect the smallest counties.

He said that Washington is leaning more and more on the judgment of local officials on local affairs. Our association is frequently asked for expression of sentiment and for opinions from you who are closest to the people," he said. "It is our job in Washington to furnish answers to these questions, but it is your job here to keep informed as to the trend of national legislation so you will be in a position to take advantage of every opportunity to better your county."

Seegmiller said that the national association is particularly interested in two matters now occupying congress: Revisions of earlier plans and priorities for the disposal of surplus war materials, and debates upon the subject of payments in lieu of taxes on government-owned lands. This latter issue, he said, is of vital concern to many counties where, during the war, the government became owner of thousands of acres and in some instances a major portion of the land in the county. "If some settlement of this issue is not arrived at, and a settlement favorable to the county involved effected, many counties soon will be bankrupt," he stated.

Another issue before congress of real interest to counties and municipalities is the proposal to extend the benefits of social security to State, county and municipal employees, Seegmiller said. "This is truly a matter of local option, conflicting as it does with already established systems of civil service retirement acts and other local plans for the welfare of employees. The progress of this legislation should be watched and, if enacted, county officials should be prepared to adopt it, or reject it."

Lewis G. Tribble of the State comptroller's office, discussed the recently enacted county officers and employees retirement act.

R. W. Ervin, Jr., attorney for the State Road Department, represented F. Elgin Bayless, chairman who was unable to attend. Ervin asked for a continuation of the harmony that has existed between the county boards and the road department and frequent conferences between the two groups to the end that the road building plan serving the best interests of all counties be devised.

DUST AN EXPENSIVE ITEM IN OPERATING FARM AUTOMOBILES

Dusty farm-to-market roads are picking the pockets of all motorists who must drive over them, John A. Long, manager of the County Highway Officials division declared. He bases this statement on a study of Middle Western highways which shows that

it costs .78 of a cent per mile more to drive over highways without a dustless surface.

"This sum seems insignificant, but it means \$78 a year to the farmer who averages 10,000 miles," Major Long declared. "This amount is paid out in extra gas, extra tires, additional upkeep and other expenses made necessary by this type of road. It is a convincing dollar-and-cents argument for rural communities to have the roads past their farms paved or surfaced against mud and dust."

For the first time, Federal funds are available for the improvement of local rural highways under the post-war highway construction program. Details of the improvement are to be worked out by local officials and the States' highway departments.

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SUPER-HIGHWAY IS HEADACHE FOR EAST COAST COUNTIES

Acquisition of expensive rights-of-way for the proposed multiple-laned inter-regional highways is giving the State Road Department some headaches, but it anticipates no trouble getting land for the rest of its big construction program.

The department long has had a policy of building highways only where counties and local interests furnish the roadway. By that method, roadbuilding funds are devoted entirely to construction.

The \$32,000,000 construction budget for 1946 provides \$5,437,000 for a start on about 40 miles of four-lane highway in seven counties along the Florida east coast.

Much of the work is in highly developed urban and suburban areas where property costs are high, and some of the counties are up against a real obstacle in raising funds sufficient to acquire the necessary land.

Palm Beach and Broward Counties, which together have 14 and a half miles of four-lane highway included in the budget, are particularly hard-pressed.

Their officials estimate it will cost two or three hundred thousand dollars to buy the rights-of-way, and their county budgets for this year contain only a few thousand dollars for such purposes.

Palm Beach County officials have suggested borrowing through the improvement commission for land purchase.

They would repay the loan during the next several years out of their receipts from the 20 percent county share of gasoline tax surpluses left after old road bonds have been serviced.

Broward County, however, doesn't have very heavy gas tax surpluses in prospect for the next few years and probably will have to devise some other means.

Little St. Lucie County, which has four miles of the big road set up in the State Road Department budget at \$490,000, is having practically no trouble. It is managing to get much of the land donated.

Donations are hard to get in the Palm Beach-Broward area, however. Much of the roadway will pass through subdivided tracts where nearly the first tier of lots on each side will be needed. It is no advantage to a property owner to have road in front of his land, if a big percentage of his acreage is taken to build it.

In some places, buildings will have to be moved back or torn down. That calls for high expense.

That is the problem, too, in St. Augustine and Daytona Beach, where the new road will go right through the towns.

However, the State is authorized to spend Federal funds for one-third of right-of-way costs, and it is willing to do it inside cities. So it has set

up in its budget \$40,000 toward land purchase at St. Augustine and \$75,000 at Daytona Beach. Local interests will have to provide \$30,000 at St. Augustine and \$150,000 at Daytona Beach.

Duval County is having somewhat the same trouble as Palm Beach and Broward Counties with acquisition of

land for a proposed 12-mile stretch between the city limits of Jacksonville and Bayard.

As for the rest of the \$32,000,000 highway building program contemplated for this year, there are few right-of-way problems in prospect.

Not so much land is needed in most places as for the inter-regional roads,

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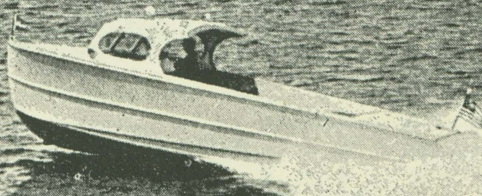
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where the State wants 200 feet to accommodate an ultimate six-lane highway. Also, some counties have forecast their needs and have funds already set up for right-of-way acquisition.

Polk County, for instance, has been levying a tax for several years to yield about \$50,000 a year for rights-of-way and has a reserve to take care of future land purchase requests.

CITIZENS AND SLACKERS

Governor Millard F. Caldwell, in his monthly radio talk to the people of Florida on Tuesday evening, December 11, pointed out what seemed to him widespread evidences of the state of "civic indifference" against which he has been inveighing since the very beginning of his campaign for the State's highest office. But on this occasion he did not confine himself to the Florida scene; he surveyed the condition of the entire Nation, and what he saw seemed to him a pretty sorry state. One may ask, however, whether what seems to be indifference is not really preoccupation with newer and more universal values.

Mr. Caldwell condemned indifference to the future state of our armed forces, and to the maintenance of the necessary outlying military bases. But is there not growing up in this Nation an awareness of a wider kind of citizenship—a world citizenship? Does not the action of congress, in making available military forces to the United Nations organization, betoken a real feeling on the part of the American people that their security and prosperity depend on the security and prosperity of the whole world? If there is less talk about arming America to the teeth, and more talk about peaceful means of settling international disputes, does not that reflect the same kind of growth as did the substitution of police departments for guntoting? This Nation and many nations have tried the path of strength in isolation, and it did not lead to peace. If we seem indifferent to the old path it is because we are seeking a new one.

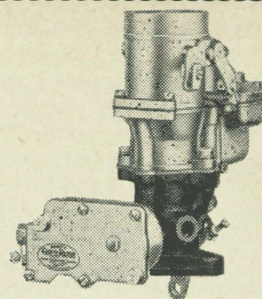
There is a perfect parallel, however, between the kind of civic indifference which Mr. Caldwell indicts in Florida and the kind of global indifference which would smash this emerging concept of a peaceful world. In his speech of Tuesday, December 11, the governor struck out against the obstructionism which has prevented adequate water control in this State; against the selfishness which would "economize" by restricting the school program and the public health program; against the indifference which permits the existence of outmoded and inadequate hospitals, correctional institutions and prisons; against the laxity which has retarded the development of the State's magnificent waterway system; and against the attempt

to stop the operation of the State Improvement Commission.

In short, Governor Caldwell knows that we must all be citizens of Florida, and not slackers content to pursue our narrow interests. In the same way we are trying and learning to be citizens of the world.—Jacksonville Journal.

Total cost of a proposed 10-year post-war program for State institutions in Wyoming is \$4,974,984.

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COUNTY ACTIVITIES

(Continued from Page 23)

described at a recent meeting of the board. To secure equitable distribution of \$44,870 allocated for Putnam County for soil conservation payments among 500 farmers in the county, it was the recommendation of the board that the county agent devote time to agricultural extension service, production and marketing, the emergency and farm labor program and 4-H Club programs.

■ John Prince of Lake Worth has been reelected chairman of the board of county commissioners, with C. Y. Byrd of Delray, as vice chairman. Henry Lilienthal was named assistant county attorney while Jake Boyd was reemployed as county engineer.

FLORIDA FOURTH ESTATE

(Continued from Page 27)

lection was a story of great wealth accumulated and stored in art treasures; of great difficulty encountered by the executors in keeping the treasure together; of the payment of a vast sum of money liquidated by the estate to clear the property of liens and indebtedness so that the State could accept the gift. It related that the bequest was in a condition such that Mr. Ringling's full intentions could be realized and faithfully performed. In the terse lines of the formal letter was unfolded a human and interesting story, of infinite difficulty but final achievement.

Sarasota is proud to be the home of the Ringling art museum and home, as we have said repeatedly, and Florida likewise is proud. It is the duty and the opportunity of the State to carry out its commitments faithfully and fully, since the way for this has now been cleared.

The executors invited Gov. Caldwell and his cabinet to Sarasota for the purpose of inspecting the property and to discuss details of the projected transfer at an early date. We hope they will find it possible to accept the invitation and that the way may be cleared promptly to begin the serious and inspiring work of perpetuating the magnificent gift in a manner that benefits the thoughtfulness and generosity with which it was bestowed.—Sarasota Herald-Tribune.

He Won't Eject Them

GOVERNOR CALDWELL, who has rebuked at least one county official (Sheriff Thomas of Ocala) declared in his address at the Marianna Chamber of Commerce dinner that he hoped to go through his term without ejecting any county officials.

His reasoning is sound. He points out that these officials are duly elected by the people of a county, and are accountable to them. They are officers of the State and therefore responsible to the governor, but the people are responsible for putting them in, and

the officers are in turn also responsible to the governor.

To be sure, the governor still holds a club over the head of these elected officials. He may choose to eject them, if the situation is acute enough. And Governor Caldwell should continue to make it clear that if the necessity arises he will not hesitate to remove an elected official.

But his stand in pointing his finger at the voters is a good one. It will cause them to think two or three times before they vote for a questionable candidate next time.—Panama City News-Herald.

Stetson Landmark

GOVERNOR MILLARD CALDWELL recently urged Floridians to do more about conserving historical landmarks, pointing to the value that St. Augustine had obtained from such a program.

Up at Stetson University they have a landmark which, to many middle-aged and older residents of this city,

is almost Stetson University itself. We refer to DeLand Hall, located on the northeast corner of Minnesota avenue and North Woodland boulevard.

We hope that the new building pro-

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gram in progress at Stetson will not result in this landmark being destroyed. It is our guess that more pupils and students have passed through DeLand Hall than have passed through any other school building on any college or university campus in Florida.

Back in the olden days it was everything from a kindergarten to an academy. Plenty of DeLandites attended the first grade there, only to go back many, many years later and take college classes in the same structure.

Some way it simply seems that DeLand Hall "belongs" and we hope that it is going to stay as a tribute to the hundreds upon hundreds who at least started, and some of whom finished, their education there.—DeLand Sun-News.

Publicity Campaign

FINANCED BY legislative appropriation Florida's new million-dollar advertising and publicity campaign is off to a flying start. In this connection the first of a series of ads carrying the theme "This is Florida—and so is this" has appeared in four metropolitan Midwestern and Eastern newspapers having a combined circulation of more than one million. This initial ad which ran up until January 21, is to be succeeded by others in a continuous program covering every month of the year.

What makes this campaign different from previous Florida publicity moves of the kind is the fact that it will stress not only the State's outstanding advantages from a recreation standpoint, but will dwell as well on Florida's boundless opportunities in the fields of agriculture, industry, home building, and trade and commerce.

As Governor Millard E. Caldwell observes in the current ad, which takes the form of "a message from Florida"—

"Florida has so much it can share with you that our State has decided to publish messages from time to time to tell you the good news. . . . Most people think of Florida as a wonderful vacation playground smiled upon by the sun and kind to health. Yes, **THIS IS FLORIDA**—where one pleasure-filled day follows another. But **SO IS THIS**—a land of greater opportunity for industry, for agriculture, for business, trades and professions and for the large and small investors."

The governor goes on to explain that Florida's natural attractions are enhanced by laws which make living easier and simpler. . . . "You see, we have no State income tax, no State sales tax and there is no State tax on land or houses. Florida also exempts from city and county taxes the first \$5,000 of the valuation of your homes."

All in all the series appears to have what it takes to induce non-Floridians to investigate our manifold advantages.—Tarpon Springs Leader.

A model plow has replaced a model gun on President Truman's desk.

BULLFIGHTS

(Continued from Page 21)

livery stable, out into the arena. Thereupon a gasp of amazement rose from the crowd and some of the ladies hastily covered their eyes with their mantillas or fans. For Tsen-T'ainte, reverting to the custom of his buffalo-hunting ancestors, had stripped himself to his g-string and he was "dressed" only in that and a long, murderous-looking butcher knife.

But before the embarrassed lieutenant could make a move to correct this breach of *corrida* etiquette, there was swift action down in the arena. No sooner had the Cheyenne ridden into the place than he launched into a flight of windy oratory for which he was noted. To the accompaniment of a chorus of guttural cries of "How! How!" from his admiring tribesmen, clustered around the arena, he proclaimed his might as a hunter and his plans for the quick extinction of this bull.

As he brandished his arms aloft, the turkey feathers and strips of red flannel with which he had adorned himself began to flutter in the breeze. They caught the eye of the bull. With a loud bellow, he charged toward the Cheyenne. The Indian sat on his horse, frozen with amazement. He'd never known a buffalo to act like this. Then, as the bull bore down upon them, his frightened horse wheeled and made a dash for safety across the arena.

Close behind them came the snorting bull, gaining at every jump. Above the excited yipping of the Indians rose the thrill screams of the ladies and the yells of their escorts. In

the latter, Lieutenant Pratt could detect a plainly derisive note because

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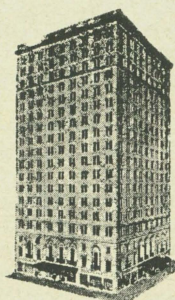
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it was apparent that the thrilling spectacle he had promised them was about to be an ignominious failure. But just in the nick of time Tsen-T'ainte, the Kiowa, saved the day.

His bare heels beating a tattoo upon the ribs of his horse, the Indian forced his trembling mount forward until he was alongside the bull's flank. Then his knife flashed high in the air and came down in one powerful blow. It ripped through the bull's tough hide above the loin and, tearing through the backbone, severed the animal's spinal cord. With an agonized bel- low, the bull dropped to his knees, then sank to the ground on his belly.

As he rolled over, kicking convul- sively, Tsen-T'ainte sprang down from his mount. Like a movie Tarzan, he placed one foot on the fallen animal and in the next instant the trium- phant screech of the Kiowa scalp-yell stabbed the quiet Florida air. While it was still echoing through the nar- row streets of St. Augustine a gasp of horror arose from the spectators. For Tsen-T'ainte had slashed a hole in the bull's side, scooped out one of the animal's kidneys, steaming hot, and with blood streaming down his chin and chest, began to eat it.

The Kiowa warrior wasn't just be- ing melodramatic. He was simply satisfying his hunger for fresh meat. But the St. Augustinians didn't know that. Here before their eyes an ap- parently tamed wild man was revert- ing to the primitive. Never again would they doubt Lieutenant Pratt's tales about the ferocity of his Indians. Down there in the arena was all the evidence they needed. They scam- bled out of their seats and went away from there.

With a grim smile on his face, Pratt watched the hasty departure of his erstwhile patronizing Spaniard friends. Then he signalled to the Indians gathered around the arena. With whoops of joy they leaped over the barrier. A few of the hardier spec- tators, lingering behind, saw the end of the only "officially-sanctioned" bull- fight ever held on the soil of the United States. It was a swarm of redskinned savages, slashing with their knives at a carcass that had scarcely stopped quivering before it was reduced to little more than a heap of bones.

The young lieutenant who staged that bull-fight later became a general and founder of a school, made famous by the prowess of the Carlisle Indians on the gridiron. This—and the achieve- ment of the "Red Man's Moses" in leading the Indian out of the wilder- ness of savagery by way of that school —is recorded in the books of the white man. But in the smoky lodges of the Kiowas, where the red man's unwrit- ten history is recorded only in the tales of the old men, these cackling ancients still tell how the young sol- dier chief's faith in one of their tribes- men was justified and how he once provided fresh meat for Tsen-T'ainte.

IT HAPPENED IN FLORIDA

(Continued from Page 25)

ida Citrus Commission received a pa- thetic plea from a resident of Voor- burg, Holland, for all the "orange- grapefruit" juice his last British one pound sterling note would buy. A canner volunteered to ship three cas- es, 72 cans, of "orange-grapefruit" juice, one case each of blend, orange and grapefruit juice, returning the one-pound note and telling the Hol- lander the shipment of fruit juice "is on Florida with our best wishes."

★ Fourteen-year-old Francis Walker of Miami, and an adult friend who was helping him fly his kite pulled a near disastrous Benjamin Franklin kite trick. The fine copper thread attach- ed to the kite contacted a high ten- sion wire and both Francis and his friend received burns before the thread burned in two.

★ Five-year-old Sandra Ann LaGrone of Plant City in her mother's dress, played at being a grown-up, but she never will be. The dragging skirt of the dress swept too close to the flame of the make-believe cook stove in her playhouse and, being crippled since an attack of infantile paralysis four years ago, she had no chance to run for help. She died from the burns four hours later.

★ Mrs. Lucille Halop, mother of movie actor "Tommy" (Billy Halop), a former "Dead End Kid," and Florence Halop, who was the second "Miss Duf- fy" on the radio program "Duffy's Tavern," was a recent St. Petersburg visitor. She came to visit her son, Joel, who is a student at Admiral Far- ragut Academy there.

★ Two Winston Churchill's have been visiting in Florida — One, England's

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former Prime Minister, and the other, a Phillipsburg, Kansas, farmer.

★ Leopold and Gloria Vanderbilt Stokowski, on a recent one-day visit to Key West, bought Persian camel bells and a Persian bell anklet as souvenirs.

★ A Tampa piano teacher, Miss Mabel Snively, owns an unusual souvenir of a Robert Casadeus' concert. Miss Snively furnished two cushions for the piano bench used by the artist and he autographed them for her.

★ Felix Gouin, France's new president, has a nephew in Jacksonville. He is Armand Gouin, acting superintendent of Jacksonville's electric department.

★ Temperance Christian was recently tried for drunkenness in Miami's court of crimes.

★ When Richard K. Wanklyn went to the Miami traffic bureau to pay a ticket for ignoring a stop sign, he proffered a dollar bill, but the clerk asked for two more dollars. "Oh no," he insisted, "it's a dollar," and pointed to the policeman's signature on the ticket. It was that of D. T. Dollar, signed without initials.

★ Does anybody want a monastery? So far no town in Florida has claimed the monastery mentioned in our November issue, perhaps because costs of transportation from a New York warehouse, reassembly and maintenance. As you may remember, this monastery was built in 1141 by King Alphonse VII of Castile for the Cistercian Monks of Segova, Spain, and is said to be one of the most perfect examples of Gothic-Bysantine style in the world and the oldest structure in the Western Hemisphere.

★ Robert Carter, one of Florida's few living ex-slaves, celebrated his 95th birthday in Sarasota by working 12 hours as usual. He says he plans to quit work when he reaches the age of 100.

★ Mrs. Anauta, Eskimo Chain of Missions speaker, who can't remember when she learned to shoot a gun and owned a rifle when she was so small it had to be placed upon a snow bank or block of ice so she could pull the trigger, told Tallahassee high school students of one of her first experiences in America. She said, "I boarded a street car with my rifle determined to get out in the open where I could hunt for food instead of buying it in a package at a market. I killed two birds, but then was approached by a lady who claimed them as her chickens!"

★ Two young veterans with imagination have proposed turning the Ft. Myers municipal swimming pool into a night club, replete with a swing band and fancy facilities for gay antics associated with escape from boredom. They promise not to turn the property into a dive.

★ They've been collecting a fund at Jacksonville for Lt. Ralph Jones, demolition instructor who lost his sight in an explosion at Camp Gordon, Ga. Blanche Hopper of Dade City, who has spent the past 17 of her 32 years

in a Jacksonville hospital, paralyzed because of a spinal injury, collected \$32 for the fund from people who came to see her. Good work, Miss Hopper! Anyone having lived in Jacksonville and known how people love Miss Hopper, can understand they couldn't resist helping out.

★ An enterprising young army dischargee, William Felkner, has established a new air service from Apalachicola to Memphis and New Orleans and provides the metropolitan areas with seafood from Indian Pass in the Apalachicola Bay.

★ Ned Moran, recently discharged from the army air force, returned immediately to his job of trapping moccasins and rattlesnakes for the Ross Allen institute of Ocala.

★ The question of what constitutes "the near future" has been raised by the Jacksonville city commission. A representative of a local industry complained the city agreed, 20 years ago when their building was erected, to fix the overflow facilities of a nearby creek "in the near future."

Pre-war prosperity has returned to a number of Belgian and Luxembourg industries providing U. S. forces with construction materials.

Peanuts can be spun into fiber and woven into cloth that will wear as well as wool.

TAMPA ARMATURE WORKS

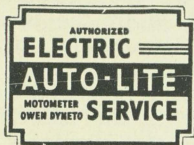
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Under the lease-purchase agreement between the district and the road department, the State agency will take over operation and maintenance of the highway and bridges. When the district is free of all debt for the road and bridges, the road department will take title to them and remove all tolls.

FLORIDA WILL BUILD BRIDGE OVER SUWANNEE

The State Road Department is about to build Florida's first suspension bridge.

It will be across the Suwannee River at Luraville on Road 69 between Mayo and Live Oak. It already has been named Hal Adams bridge by the 1945 legislature in honor of a veteran circuit judge.

Road department bridge engineers said they decided to swing the span from piers on each side of the river because the bed of the Suwannee is full of limerock and potholes, making it difficult to get a firm foundation for piers in the river.

The bridge will be 420 feet long and will cost \$288,420.

commissioners of the Overseas Road and Toll Bridge District have signed a lease-purchase agreement whereby the State agency will take over the operation of the 40-mile stretch of highway and bridges within the district and eventually acquire title to it after its debt has been liquidated.

The State Board of Administration has agreed to act as fiscal agent for the district and is planning a refinancing program by which it hopes to cut the total debt by at least \$1,200,000, John T. Wigginton, board attorney said.

In the proposed refinancing, all of Monroe County's 80 percent share of surplus gasoline taxes remaining after its other road debts have been financed will be used—along with toll receipts—to help clear the Overseas Highway debt.

The Overseas Road and Toll Bridge District covers the chain of islands between lower Matecumbe Key and Big Pine Key. It issued \$3,600,000 worth of bonds bearing 4 percent interest to build the span and tolls alone were pledged to repay the bonds.

The present balance on the principal indebtedness is \$3,150,000, but accrued interest on the bonds to the last date of maturity in 1968 will bring the total debt to \$4,865,040 under present plans.

Wigginton said the board of administration will call all the outstanding bonds, which are held by the Reconstruction Finance Corporation, in for payment on March 15.

It will sell refunding bonds on competitive bids and with the additional pledge of gasoline tax surpluses as security, Wigginton said the board was hoping to get offers for interest rates at least as low as 2 percent.

The new bonds will mature annually through 1958, thus cutting 10 years off the maturity period of the present securities. Wigginton said that if a two percent interest rate is obtained on the 12-year refunding bonds, the total indebtedness would be cut from the present \$4,865,040 to \$3,601,700.

STATE BUILDING PLANS OUTLINED BY GOVERNOR

In an address before the St. Augustine Chamber of Commerce Governor Millard Caldwell told the members that taxes from racing, cigarettes and alcohol now assure the State of funds over and above the ordinary cost of government and that in the next three years Florida would spend millions to improve public buildings, highways and teachers' salaries.

In the address he said "It may be well to remind you that in this and in succeeding years the public school system in this State will cost in the neighborhood of \$5,000,000 more than last year. The teachers will be much better paid and the qualifications will be higher.

"The State government will in the next three years," he went on, "spend money on a public building program—on new dormitories and other structures at the university and the colleges, on urgently needed buildings at the State institutions and on buildings needed for the sound and efficient operation of the State government. At the State institutions, more adequate and modern buildings will be constructed to relieve the congestion.

"It will cost money to do it and we will spend it. On buildings we will spend probably \$10,000,000 or more, of which more than \$4,000,000 is already available in State appropriations. Other money may be secured through financing self-liquidating projects and in the form of Federal aid.

"As part of the development program, it should be noted that there will probably be spent on highways and bridges over the next three years some \$68,000,000. Even that amount will not modernize our State-maintained highway system of 8,400 miles. The complete plan calls for the expenditure of \$161,000,000 over the space of nine or ten years. The first three-year period will give us a good start and it will be up to the next administration to carry on."

Referring to the building and improvement program, Governor Caldwell said that "When we get through with this program, Florida will enjoy prestige throughout the Nation and our citizens can take pride in the way these needs are met. This is not a pauper State. This is a wealthy State. We have resources, energy and initiative. We can and we will put them together and get something done in the next three years—starting this year."

PLAN TO FREE OVERSEAS HIGHWAY FROM TOLLS

State and Monroe County agencies have entered into agreements which may result in freeing the Overseas Highway to Key West of tolls in 12 years or less, instead of the 22 years it will take under present financial schedules.

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Transactions of Meeting of Florida State Road Department

HELD AT TAMPA FEBRUARY 18, 1946

Pursuant to agreement and public notice, the Members of the State Road Department convened at Tampa, Florida, on the 18th day of February 1946 for the purpose of hearing complaints and suggestions from the public on the proposed yearly budget for the Department, and for consideration of routine and special business before the Board at this time. The entire personnel of the Board, Messrs. F. Elgin Bayless, Chairman, Courtney W. Campbell, W. Kendrick Guernsey, Herman B. Fultz and Robert T. Carleton, Members, and J. Robert McClure, Secretary, were present.

CORRECTION IN MINUTES OF JANUARY 21

REQUEST FOR EXTENSION OF FEDERAL AID SYSTEM IN FLORIDA

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that the resolution adopted at the meeting of January 21, 1946, bearing the caption, "Request for Extension of Federal System," be changed to read as follows:

BE IT RESOLVED that the Public Roads Administration be requested to approve an extension of the Federal Aid System in Florida, to include that part of 27th Avenue in Miami designated as State Road 370, and more particularly the section from F. A. Route No. 19 (Fla. 26) north to State Road 270, a distance of about 8 miles, and that section from F. A. Route No. 19 (Fla. 26) south to F. A. Route No. 3 (Fla. 4-A), a distance of about 4½ miles.

APPROVAL OF MINUTES OF JANUARY 21

On motion of Mr. Fultz, seconded by Mr. Campbell, the minutes of the meeting held January 21 were approved and ordered recorded to show the correction adopted at this meeting.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the construction of certain metal buildings, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to-wit:

Bids received Jan. 19

2618, (U of F), Alachua, Jas. H. Craggs Const. Co., \$24,495.50.

Bids received Jan. 31

7016-107, 119, Brevard, Langston-Hubbard Const. Co., \$46,519.50.

3305-102, 106, Lafayette, L. L. Hall Const. Co., \$134,243.55.

5006-104, 12, Gadsden, Norman P. Ives Const. Co., \$21,249.50.

Bids received Jan. 30

36 Metal Buildings, (Shops, warehouses and truck sheds), Armco Drain. & Metal Prod. Co., \$131,270.00.

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following Supplemental Agreements were approved:

1601-106, 17, Polk, Nolan-Dickerson Const. Co., \$442.60 Increase.

7205-108 & 7215-102, 3-138 St., Duval, Duval Eng. & Contr. Co., \$5,579.35 Increase.

4602-902, 10 St., Bay, Royce Kershaw & Co., \$5,746.80 Increase.

1603-902, 2 St., Polk, L. J. & W. L. Cobb, Inc., \$9,825.33 Decrease.

2602-106, 2 St., Alachua, L. J. & W. L. Cobb, Inc., \$37.98 Decrease.

RIGHT OF WAY REQUESTS

Routine resolutions were adopted requesting the counties to acquire the right of way for the following projects:

Brevard, Road 394, Section 8620, Mr. Fultz and Mr. Campbell.

Duval, Road 4, Section 7207, Mr. Guernsey and Mr. Campbell.

Leon, Road 76, Section 5506, Mr. Carleton and Mr. Guernsey.

Okeechobee, Road 59, Section 9109, Mr. Fultz and Mr. Guernsey.

ROADS PLACED UNDER MAINTENANCE

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following sections of road, having recently been constructed by the Department, were ordered placed under routine maintenance:

Gulf County, Road 578, Section 5108, from Road 10 in Port St. Joe to the St. Joe Export Mill.

Franklin County, Road 277, Section 4910, from Road 10 in Apalachicola via cemetery to the Apalachicola Flexible Gunnery School.

REFUNDING OF OVERSEAS ROAD AND TOLL BRIDGE DISTRICT BONDS

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, Mr. John T. Wigginston, Attorney for the State Board of Administration, has submitted to the State Road Department a proposed resolution to be adopted by the State Board of Administration providing for the refunding of outstanding bonded indebtedness of the Overseas Road and Toll Bridge District; and

WHEREAS, Mr. Wigginston has requested the State Road Department to examine the provisions of said resolution and if satisfactory to the State Road Department, to approve the same; and

WHEREAS, the State Road Department has carefully examined the provisions of said bond refunding resolution, and finds the same to be satisfactory and designed to carry out the desired purpose of reducing the outstanding bonded indebtedness of said District;

NOW THEREFORE, BE IT RESOLVED by the State Road Department that it hereby approves said proposed resolution to be adopted by the State Board of Administration for the refunding of outstanding bonded indebtedness of the Overseas Road and Toll Bridge District, and agrees that in case of any conflict, or apparent conflict between the terms of said proposed resolution and the lease-purchase agreement dated December 29, 1945, between the Department and said District, that the terms of said proposed resolution shall govern and control, and the Department directs that a copy of said proposed resolution be placed in the permanent records of the State Road Department and preserved as a part of such records, and made a part of these Minutes by reference.

DELEGATIONS AND REQUESTS

Bringle & Sons, Housemovers

Mrs. Bringle of Bringle & Sons, Housemovers, Tampa, appeared before the Board to request that the Department's regulations for housemoving be relaxed to conform to those in force in 1935, when there

was no limit to the width of the house to be moved. The chairman suggested that she outline her requests in a letter, and file a separate application for each moving job, in order that the applications might have careful consideration on their individual merits.

Bee Line Highway Association

Mr. M. W. Woolsey filed maps showing the proposed route for the Bee Line Highway, with connections with other highways, and requested some progress toward the building of this highway. The Martin County Board of County Commissioner asked for the survey and location of this route for right of way purposes.

Brevard County

The delegation from Brevard County included Senator L. F. Boyle, Representative Roy Roberts, former Senator J. J. Parrish, Commissioners A. Fortenberry, A. A. Dunn, and W. C. Klingensmith, and two representatives of the Brevard County Coastal Highway Association, Messrs. R. C. Burns and Needham Bryan.

Senator Boyle said that Brevard County had no complaints, but he asked that some of their projects move a little faster. He stated that Road 140 from Road 70 north to Road 119 is greatly needed. He requested a survey from Georgiana to Mathers Bridge on Road 219, and spoke also in behalf of State Road 22. He thanked the Board for the work on the Melbourne Bridge. He filed a resolution from the County Commissioners outlining their requests for use of the Surplus Gas Tax in Brevard County.

Mr. Burns spoke in behalf of Road 140, suggesting that it would relieve some of the congestion on U. S. 1, and would also serve the park proposed in this area by the State Park Board. Mr. Parrish urged the completion of Road 22 to Indian River City, and expressed the hope that it would be carried to the coast. Mr. Roberts thanked the Board for all that has been done in Brevard County to date.

Central Florida Highway Association

The delegations from Hernando, Lake, Orange and Sumter Counties came together in the interest of the Central Florida Cross-State Highway. Mr. A. A. McKethan of Brooksville said that it was their number one project. Mr. Andy Slaughter of Orlando thanked the Department for what it has already done and asked for its continuance.

Citrus County

Mr. James E. Rooks, Chairman, and Messrs. M. P. Savary, King Smith and Clyde Williams, Members of the Board of County Commissioners, Mr. James E. Conner, Clerk, and Mr. M. C. Scofield, County Attorney, were present from Citrus County.

Mr. Scofield asked for the construction of Road No. 268 from Homosassa to Homosassa Springs, about three miles, in order that the springs may be developed. He made the statement that Homosassa is one of the oldest towns in Citrus County, but the State has never built any road leading thereto.

Collier County

Mr. Ed Scott, Clerk, and Commissioner R. A. Griffis came from Collier County, and presented their request for completion of the one mile extending Road 27-A to the Gulf. They explained the need for this road by the citizens living on Marco Island.

A resolution from the Board of County Commissioners setting out their wishes for the use of the surplus Gas Tax Fund was filed.

Dade County

A resolution from the County Commissioners asking that the County's 80% of the Surplus Gas Tax Fund be used on Road 1.0-A, to the extent of \$284,000.00, was filed with the Board.

Mr. Fultz filed a letter, with maps and other data attached, prepared by the County Engineer, setting out the requests for an extension of the Federal Aid System as it affects the roads in Dade County, and the reasons therefor.

In this connection, it was moved by Mr. Fultz, seconded by Mr. Campbell, and carried that the preparation and handling of the Department's request to the public Roads Administration for such extension be given the most expeditious consideration possible, in order that favorable action by said Administration may be had at the earliest possible moment.

Duval County

A petition bearing some 100 names of residents in the area affected, asked for the reconstruction of bridges on the Heckscher Drive, in Duval County.

A resolution from the Jacksonville Beaches Chamber of Commerce asked for the improvement of Road 140.

A resolution from the City Commission of Jacksonville asked for surveys and studies, looking toward the allocation of funds and the plans for, and the construction of two additional bridges across the St. Johns River in the City of Jacksonville.

Flagler County

Mr. George E. Wickline, County Commissioner, and Mr. Claude S. Dean, President of the Junior Chamber of Commerce of Bunnell, came from Flagler County to present the County's request for the use of its Surplus Gas tax funds toward the construction of Road 28 between Bunnell and Flagler Beach. They urged favorable consideration of this project and its inclusion in the 1946 budget.

Mr. Wickline spoke of the bad condition of the Matanzas Inlet Bridge and asked that something be done.

Glades County

Representative Joe H. Peebles appeared to request improvement of Road 29 from Lake Port to the Kissimmee River, and commented on the need for this road. He also asked for some help on Old Road 29.

Hamilton County

Representative J. W. McAlpin said that the grading and culverts are ready for paving on Road 116 and asked that this be placed in the 1946 budget. He also asked for a survey on the Woodpecker Route, Road 137 from White Springs to the Georgia Line.

Hendry County

The Hendry County delegation included Representative Elbert L. Stewart, Commissioners R. B. Waldron, J. O. Davidson and C. E. Miner, Tax Assessor Dennis Small, Tax Collector R. N. Miller, Mayor E. E. Kelly and R. B. Waldron, City Commissioner of Clewiston.

Mr. Stewart spoke in behalf of Road 621 from Harrisburg to LaBelle, stating that they would acquire the right of way if they were assured that work would be started if and when Federal funds become available. He said this road would open up a good farming section where there is no transportation now.

Mr. Ed. Scott of Collier County joined in this request, pointing out that Road 621 would offer an extension of Road 164 which

is vital to Collier County. Mr. Joe Peebles also endorsed this project.

Mr. Stewart also discussed the location of Road 25 through Clewiston, asking that the stretch of one mile be placed in the budget for reconstruction on the same right of way but having the jog in town straightened out. He asked that enough money for this project be taken from the Surplus Gas Tax Fund, now about \$110,000.00, tentatively allocated to the Devil's Garden Road. This request was concurred in by Mr. Joe Farris, Assistant to the President of the U. S. Sugar Corporation.

Mayor Kelley requested that parking space be considered when laying out this new road through Clewiston.

Resolutions from the County Commissioners and from the Kiwanis Club of Clewiston asked that the center parkway be removed and that the road through Clewiston be paved from curb to curb as was recently done through the town of LaBelle.

Hernando County

Mayor W. Howard Smith of Brooksville and Mr. A. A. McKethan, of the Chamber Commerce, were present from Hernando County and appeared with the group in

the interest of the Central Florida Cross-State Highway.

Hillsborough County

Commissioners Elbert Moore, E. W. Sim-

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mons and Fred W. Ball, Chairman, Ed W. Carroll, County Engineer, Leslie H. Blank, Chairman of the Highway Committee of the Tampa Chamber of Commerce, and Mr. Edmund Worth, also of Tampa, were present from Hillsborough County.

Mr. Ball thanked the Board for what it has done and presented a list of requests which he said were practically the same as those previously filed, and in addition he stressed the need for a survey on the Lois cut-off and on Riverside Drive.

Mr. Blank expressed their appreciation for the economic survey now in progress in that area.

Holmes County

A petition bearing about 75 signatures requested the Department to complete Road 179 in Holmes County.

Lafayette County

A telegram was received from the Bradford Junior Chamber of Commerce asking for completion of Road 50, as very essential to Lafayette County and all that section of the State.

Lake County

The delegation registering from Lake County were Commissioners Manuel Sloan and H. K. Stokes, Mr. A. P. Wineman and former Senator L. D. Edge. They appeared with the group in the interest of the Central Florida Cross-State Highway.

Levy County

A resolution was received from the Board of County Commissioners asking for the survey and construction of Roads 2 and 2-A at the earliest possible date.

Liberty County

A resolution from the Board of County Commissioners, a petition carrying about 100 signatures, and individual requests came from Liberty County for the paving of seven miles of Road 12 south of Bristol.

Martin County

Representative Evans Crary of Martin County presented a request that the Department take over the Jensen Bridge for maintenance, giving the estimate of the cost at about \$7,000.00 a year. He also asked for the completion of Road 85 into Stuart, the uncompleted stretch being about six miles, and asked that the Department keep in mind a connecting link from Fort Pierce down the island for a future project. He said that he had expected Representative Alex MacWilliam of Indian River County to be present at the meeting in the interest of an access road to the Fellsme Sugar Hill, and he wished to add his endorsement to that request.

Orange County

Mr. A. C. (Andy) Slaughter, Secretary of the Greater Orlando Chamber of Commerce, was present and made his appearance with the group presenting the request for the Central Florida Cross-State Highway.

A letter from the Conway Chamber of Commerce requested repairs to the pavement on Road 29 through the Conway community.

Pinellas County

Mr. W. H. Belcher, Chairman of the Board of County Commissioners, and Mr. W. A. McMullen, County Engineer, were present from Pinellas County.

Both of the men expressed gratitude to the Department for what has been done for their county. Mr. McMullen requested a survey for a bridge across to Indian Rocks Island and asked that the reconstruction

of Road 15 in that county be continued to completion.

Polk County

County Attorney Milton D. Wilson, Commissioners W. T. Duggan, Jim Foley, Roy P. Gladney and Charles G. Adler, and County Engineer C. P. Robinson came from Polk County. Mr. Wilson as spokesman told the Board that they are satisfied with the budget and hope it will be adopted as it has been prepared.

Route 19 Association

Mr. L. H. Kramer of Lake Wales, President of the Route 19 Association, asked that deeds be prepared for the right of way from Haines City north and furnished to the counties in order that the necessary right of way for this road may be acquired.

St. Johns County

Commissioners G. R. Wiles and H. K. Jackson, and Mr. Frank Upchurch, Attorney for the Board of County Commissioners, were present from St. Johns County.

Mr. Upchurch thanked the Board for including Vilano Bridge in the budget, asked for the paving on Road 14-A, and expressed his wish to join with Flagler County in its request for the Matanzas Inlet Bridge.

Mr. Jackson invited the Board to hold a meeting in St. Augustine.

Santa Rosa County

A telegram from Mr. C. E. Locklin, County Clerk, expressed the approval of the Santa Rosa County Commissioners of the tentative budget as it affects that county, and their request that Road 190 be given first priority for the year 1946 in that county.

Seminole County

Senator L. F. Boyle, who had appeared with the Brevard County delegation, spoke also for Seminole County saying that everything is in good shape and for the first time the Road Department is ahead of the people. He requested completion of the survey from Lake Jesup on into Sanford.

LITTLE TALBOT ISLAND FOR STATE PARK

Mr. Gregory Smith of Jacksonville spoke in behalf of the proposed State park on Little Talbot Island. He asked that the De-

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partment proceed with the plan to make a park of this island in cooperation with the State Board of Forestry and Parks, as set out by the former Board at the time of the purchase of Heckscher Drive, when the title to this island was given to the Department for that purpose. He requested the Board to have its engineers establish the location of the road to connect with Fort George Island Bridge and release the lands for State park purposes.

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department of Florida, at its meeting June 7, 1943, adopted a resolution stating its willingness to purchase Heckscher Drive, provided, among other things, the owners would convey to the State without additional cost, acreage owned by them near the eastern terminus of the drive and adjoining the North Jetty, and provided further that ways and means were found to establish that acreage as a park and recreational area under the supervision of a recognized public park authority, along with other areas, as mentioned in the resolutions, specifically including Little Talbot Island, which resolution recited it to be the purpose of the State Road Department by these conditions to justify the State's acquisition, reconstruction and maintenance of Heckscher Drive by simultaneously securing the establishment of sufficient recreational and park areas to afford the general public, including Florida's residents and its visitors traveling said drive, splendid recreational facilities and scenic attractions;

WHEREAS, on October 25, 1943, the State Road Department by further resolution authorized the signing of a contract for the acquisition of said Heckscher Drive and of said lands, in which latter resolution it was further recited:

"... the State Road Department has expressed and now expresses a firm intention that any of said property so acquired by the State Road Department and hereafter found and determined by the State Road Department not to be necessary or usable for any of the road purposes hereinbefore mentioned or any other road purposes, after the extension of Heckscher Drive and the bridge to Little Talbot Island shall have been constructed, shall be used for public park and recreational purposes under the supervision of the Florida Board of Forestry and Parks; ..."

and

WHEREAS, there has been conveyed to the State of Florida in pursuance of said contract the said drive and the said lands, but since the time of such conveyances, due to wartime restrictions, it has been impossible, until now, further to proceed with the matter, but the State Road Department still intends and again expresses its firm intention that any of said property not necessary for road purposes shall be used for public park and recreational purposes under the supervision of the Florida Board of Forestry and Parks, and desires to set in motion the beginning of the development of said land,

NOW, BE IT RESOLVED, that the State Highway Engineer, in cooperation with the Florida Board of Forestry and Parks be, and he is, hereby directed as soon as practical to prepare plans for the extension of State Road No. 596, formerly known as Heckscher Drive, to Little Talbot Island, including the location of bridge abutments and approaches thereto on both the westerly and easterly shores of Fort George Inlet,

within the boundaries of said land, and forthwith, to report the same to this Board in order that the location of all lands on the western shore of Fort George Inlet necessary for the construction of the road authorized by Chapter 20391 and Chapter 20535, Laws of Florida, 1941, may be determined and the balance of said land west of Fort George Inlet may be turned over to the jurisdiction of the State Board of Forestry and Parks for development as a portion of a State Park.

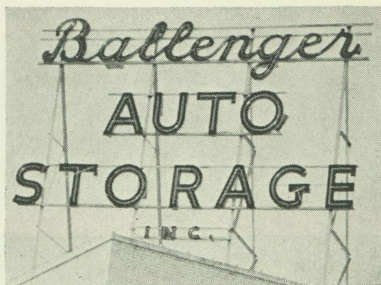
BE IT FURTHER RESOLVED that the State Highway Engineer, in cooperation with the Florida Board of Forestry and Parks, shall, as soon as practical, proceed with the preparation and submission of plans for the extension of said road to Little Talbot Island and the erection of a bridge across Fort George Inlet, and submit the same to the Board members for study, along with data, from actual survey, such as will enable the location of the right of way for an extension of said road northward along Little Talbot Island, should this Board determine upon the construction of such an extension, such data to be so complete that lands necessary for right of way, borrow pits and drainage ditches may be located and set aside, and the balance of the land on said Island may be turned over to the jurisdiction of the State Board of Forestry and Parks for development for the balance of the State Park.

ENTRANCE ROADWAY FROM NORTH BAY CAUSEWAY, ROAD 140-A, DADE COUNTY

The Board considered an application from SeaBay Corporation, Miami Beach, Florida, for permission to construct an entrance roadway on the right of way on the North Bay Causeway, State Road 140-A, Dade County between the proposed pavement on the Causeway and the north right of way line of said Causeway.

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that this Department approve the application of Sea-Bay Corporation for permission to construct an entrance roadway on the right of way on the North Bay Causeway, State Road 140-A, Dade County, between the proposed pavement on the Causeway and the north right of way line of said Causeway, the location of said proposed roadway being set out in a



V. E. Edgar, Mgr.

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sketch attached to a letter dated February 11, 1946, from the Sea-Bay Corporation and filed with this Board February 18, 1946.

BE IT FURTHER RESOLVED that the above application is approved in consideration of and on expressed condition that the Sea-Bay Corporation will, without cost to the State Road Department, fill with rock from its own borrow area, to the elevation of the existing roadbed from the present roadbed to the north right of way line, a distance of approximately 1060 feet.

REPORT ON PLANS FOR RECEPTION CENTER ON U. S. HIGHWAY NO. 1

Mr. Guernsey gave a report on the plans being made for the establishment of the reception center on U. S. Highway No. 1 near the Georgia Line. He reported that he, in company with Mr. Earl Brown, Mr. Harold Colee and the Road Department's Engineer, Mr. John Slade, had agreed upon a location. He outlined their tentative plans for the building and said he hoped to have a sketch and figures of cost for presentation at the next meeting. The Board informally agreed that in the event the desired location is not a part of the existing right of way, he should proceed to acquire the property.

MR. CAMPBELL'S REPORT FROM DIVISION NO. 1

Mr. Campbell made the following report from Division No. 1: "All counties in Division 1 are ready to secure right of way for the Regional Highway. Hillsborough and Polk have asked for a survey as to where this Regional Highway will be located. The Economic Survey is underway in Division 1 and making fast progress in regard to traffic problems. Division 1 will furnish the right of way. Hillsborough and Polk Counties have already asked what right of way is needed and have committed themselves to furnish same. The right of way for the by-pass of the City of Lakeland has also been committed. Division 1 is ready and is perfectly willing to accept and utilize any money from other Divisions on Federal participating projects where these projects are unable to proceed because of present inability to secure the necessary right of way. Ninety percent of Route 19 right of way has already been secured in Division 1."

RESCISSION OF SPEED LIMITS ON OVERSEAS HIGHWAY

On motion of Fultz, seconded by Mr. Campbell, it was carried that the Board rescind all previous action setting speed limits on the Overseas Highway.

Mr. Coloney was requested to confer with the proper Naval authorities looking toward the elimination of the Navy's regulations restricting the free movement of traffic through the Boca Chica section, just north of Key West.

REJECTION OF BIDS

The Board agreed to reject all bids on Federal Aid Project 117(2), Job No. 7906-202, Road 21, Volusia County, as being too high, and ordered the project readvertised.

REQUEST FOR REVISION OF RULES FOR POWER LINES

Messrs. Frank Cannon and G. B. Henderson, of Tampa Electric Company, and Messrs. A. W. Higgins and Jack Bailey of Florida Power Corporation, appeared as a delegation to request the Board to revise its regulations covering the installation and operation of electric power and service lines on the rights of way of State roads.

Chairman Bayless advised that he would be glad to talk with them at any time regarding their problems, especially those arising in urban areas.

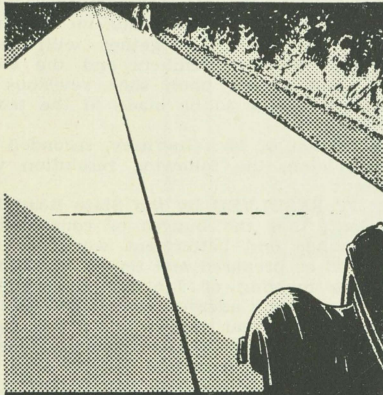
Mr. Bailey stated that his company had an electric service line franchise from the City of Tarpon Springs and when this Department took over a street for State highway purposes they were forced to move their poles, at their own expense, in keeping

with the Road Department's requirements. He further stated that the construction of the road fill caused an overflow of waters around the Company's electric sub-station, necessitating their building certain facilities to eliminate damage to their property by high water. He estimated the total cost of the two operations at \$7,700.

On motion of Mr. Fultz, seconded by Mr. Campbell, Mr. Coloney was requested to make an investigation of the drainage facilities on the section of Road 15 at Tarpon Springs at the location where Florida Power Corporation claims to have been damaged, and make a report of his findings, with recommendations.

DADE COUNTY'S GAS TAX FUNDS

Mr. Fultz advised that in 1936 there was approximately a million dollars of Second Gas Tax funds which accrued to the State Road Department after Dade County paid out its credit under the 1931 Gas Tax Law,



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which funds were agreed by Dade County and the State Road Department in 1940 to be used on State Roads 26, 27 and 270; that State Road 270 has never been completed because the contract let by the Department was canceled because of the War. He stated that he did not believe that the completion of State Road 270, which has now been included in the 1946 Budget for construction, should be charged against funds allocated to the Fourth Division.

Mr. Fultz made a motion that the allocation to the Fourth Division be increased by the sum of \$298,000 for 1946, which repre-

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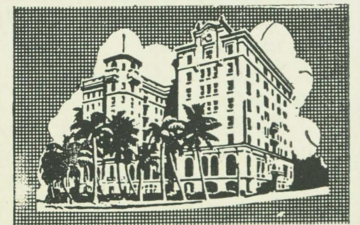
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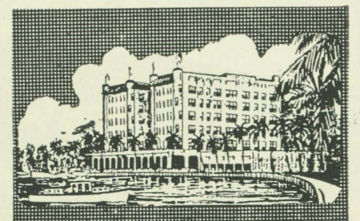


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sents the unexpended funds previously allocated to the cost of the construction of Road 270. The motion failed for want of a second.

CHANGE IN PERSONNEL CLASSIFICATION AND SALARY SCALE

On motion of Mr. Carleton, seconded by Mr. Campbell, it was agreed that the title of Field Division Engineer be dropped, and the salary range of Division Engineer be set at the amounts previously designated for Field Division Engineer.

CLAIM OF CHARLES B. GRINER

The claim of Mr. Charles B. Griner of Jacksonville for damages to his property on Road 4 north of Jacksonville, caused by water flowing over his land, was presented by Mr. Guernsey. After a full study of the reports and maps prepared by the Department's engineers, supplemented by verbal questioning of the engineers, the Board reached the conclusion that it had no authority to grant the relief sought by Mr. Griner.

On motion of Mr. Fultz, seconded by Mr. Carleton, the Secretary was instructed to advise Mr. Griner that the Board denies liability in the matter, also, that the Board upon the advice of its Attorney, concludes it has no authority to grant Mr. Griner's request for permission to sue the Department.

ROADSIDE BEAUTIFICATION

The Board took up for consideration the matter of reactivating the Division of Roadside Beautification, which was discontinued at the beginning of the war. After a full discussion of the subject it was decided that this should not be done at this time.

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DISPOSITION OF SURPLUS LANDS ON OVERSEAS HIGHWAY

A letter from the Overseas Road and Toll Bridge District, attaching certified copies of excerpts from the minutes of a meeting of its Board of Commissioners on February 6, 1946, reciting an application from Mr. Albert J. Mills for lease or purchase of approximately 11 acres of District property located at the eastern end of Bahia Honda Bridge, was presented to the Board. After consideration of the matter the Board instructed the secretary to write the Overseas Road and Toll Bridge District to obtain a definite offer for the proposed lease or purchase of the lands in question, so that they will have the benefit of same at the time they make a general inspection of such properties, which they propose to do while attending a meeting in that vicinity during the month of April 1946.

ADOPTION OF BUDGET FOR 1946

At this time the Members considered the requests and suggestions made on the budget at this meeting, together with those submitted by the Members and the engineers, and agreed upon such revisions as seemed desirable to be made in the tentative budget.

On motion of Mr. Guernsey, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED by the State Road Department, that the budget of construction, maintenance and betterment work for the year 1946 as prepared and tentatively adopted at a meeting of January 21, 1946, be and it is hereby adopted as the program of work for the year 1946 when it has been amended to carry the revisions made at this meeting, which revised budget is in the words and figures following to-wit: (See budget pages 46-56).

ADJOURNMENT

With agreement to hold the next meeting in Tallahassee on Monday, March 25th, this meeting was adjourned.

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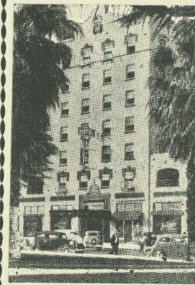
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STATE ROAD DEPARTMENT OF FLORIDA—BUDGET FOR FISCAL YEAR 1946

ASSETS				LIABILITIES			
Current Cash:				Accounts Payable:			
Cash Available for General Purposes	\$ 3,418,296.33			Contractor's Estimate	\$ 653,272.45		
Toll Bridge Trust Account	295,879.43	\$ 3,714,175.76		Miscellaneous Bills	32,078.47	\$ 685,350.92	
Current Investments:				Overseas Highway:			
United States 7/8% Treasury Certificates 6/1/46	3,000,000.00			Equipment Rentals	133,525.06		
United States 7/8% Treasury Certificates 12/1/46	5,000,000.00			Advance for construction of project (balance)	586,956.22	720,481.88	
United States 9/10% Treasury Certificates 7/1/46	2,000,000.00	10,000,000.00		Reserves:			
Restricted Cash Funds—Counties:				Legal Reserve of 10% of Estimated Revenue		1,600,000.00	
Surplus Funds, Chapter 20302, Acts of 1941	3,553,968.24			Administrative Accounts:			
TOTAL CASH	\$17,268,144.00			Tallahassee Office:			
Overseas Highway:				State Funds	\$758,255.38		
Cash in Bank—Miami	7,624.91			Federal Funds	105,900.00	863,255.38	
Due from Public Road Administration	525,357.25	533,482.16		Division Offices			
State Receivables:					426,679.51	1,289,935.39	
Equipment Rental Overseas Highway		111,417.00		Investment Accounts:			
Federal Receivables:				Bridge Purchase Contracts:			
Due from Federal Government on work performed	2,014,835.00			State Funds	352,356.25		
Federal Participation on work undertaken to be re-funded as work progresses	479,034.93	2,493,869.93		County Surplus	42,212.50	394,568.75	
Federal Funds Available for Agreements:				Land Purchase Contracts			
Federal Aid Urban	1,599,641.90				5,750.00		
Federal Aid Regular	3,768,683.37			Reserve for Replacement of Equipment & Buildings	675,000.00		
Federal Aid Secondary	2,280,045.57			Proposed New Building	500,000.00	1,575,318.75	
Federal Aid Grade Crossings	951,372.12			Surveys:			
Adjustments Federal Agreements—Regular & Secondary	52,580.56			State Funds	750,000.00		
Adjustments Federal Agreements—Grade Crossings	5,731.58			Federal Funds—Underway	143,143.00	893,143.00	
Federal Forest	76,318.00	3,734,472.70		Federal Carrying Funds			
Estimated State Revenues:				Maintenance of Roads—Schedule 1		174,637.68	
Gasoline License Tax—4c per gallon	16,000,000.00					8,268,518.78	
County Surplus	2,213,525.76			Construction Underway—Schedule 2:			
Outdoor Advertising	22,500.00			Federal Funds	335,891.93		
Interest on Investments	76,366.30	18,312,492.56		State Funds	5,430,386.12		
TOTAL ASSETS		\$47,453,878.35		County Surplus	1,366,115.94	7,132,393.99	
				Construction—Proposed—Schedule 2:			
				Federal Funds	3,333,422.85		
				State Funds	11,706,999.19		
				County Surplus	4,289,860.57	24,330,282.61	
				Construction—Unprogrammed:			
				County Surplus Funds		69,494.39	
				Federal Funds	296,049.35		
				State Funds to Match	361,838.71	657,888.56	
				Budget Requirements:			
				Surplus		56,521.90	
				TOTAL LIABILITIES		\$47,453,878.35	

PERCENTAGE OF REVENUES FROM VARIOUS SOURCES AND PERCENTAGE OF APPROPRIATIONS TO VARIOUS OPERATIONS

ASSETS				LIABILITIES			
Cash and Current Investments	\$13,714,175.76	.2890		Reserves	\$ 1,600,000.00	.0337	
County Revenues:				Bridge, Land and Equipment Purchases	1,575,318.75	.0332	
Cash on Hand	3,553,968.24	.0749		Administrative Salaries & Expense	1,289,935.39	.0272	
Estimated Revenues	2,213,525.76	.0466		Maintenance of Roads and Bridges	8,268,518.78	.1742	
Gasoline License Tax	16,000,000.00	.3372		Construction of Roads	33,314,272.03	.7020	
Miscellaneous	98,866.80	.0021		Accounts Payable	685,350.92	.0173	
Federal Receivables	11,373,211.79	.2502		Federal Advance Overseas Highway	586,956.22	.0124	
TOTAL ASSETS	\$47,453,878.35	100%		TOTAL LIABILITIES	\$47,453,878.35	100%	

Summary

STATE ROAD DEPARTMENT OF FLORIDA—MAINTENANCE BUDGET FOR 1946

	Road Miles	Bridge Feet	Routine				Total Periodic	1945 Commitments		
			Surface	Structures	Engineering Supervision	Total Routine		Periodic	Routine	Totals
DIVISION 1	1,729	102,974	\$ 352,461.15	\$ 170,112.35	\$ 52,257.36	\$ 574,830.86	\$1,361,187.04	\$ 79,507.48	\$ 2,015.97	\$2,017,541.35
DIVISION 2	1,694	59,161	328,250.72	190,227.90	51,847.90	570,326.52	936,883.82	29,941.18	1,828.42	1,538,979.94
DIVISION 3	1,912	174,924	427,309.40	293,944.29	72,125.38	793,379.07	762,061.59	207,477.62	3,387.53	1,766,305.81
DIVISION 4	1,190	99,347	241,075.92	259,302.25	50,037.82	550,415.99	779,633.33	2,321.55	505.00	1,332,875.87
DIVISION 5	1,979	96,040	421,556.21	211,875.90	58,158.31	694,590.42	910,514.99	7,160.40	550.00	1,612,815.81
TOTALS	8,504	532,446	\$1,773,653.40	\$1,125,462.69	\$284,426.77	\$3,183,542.86	\$4,750,280.77	\$326,408.23	\$ 8,286.92	\$8,268,518.78

Summary

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

Division	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
	Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
FIRST	\$ 99,852.71	\$ 1,009, 98.23	\$ 4,322,723.89	\$ 197,249.69	\$ 4,587,827.67	\$ 646,997.47	\$ 3,107,969.66	\$ 347,357.00	\$ 1,976,748.17	\$ 5,432,074.83
SECOND		1,987,392.57	4,737,050.07	400,576.40	4,450,556.32	1,873,209.92	3,088,429.42	2,356,612.21	1,279,401.01	6,724,142.64
THIRD	11,000.00	1,470,135.28	4,483,314.56	1,480,390.79	1,870,965.32	2,613,093.73	2,848,818.47	2,041,102.92	1,084,528.45	5,964,449.84
FOURTH		1,051,210.20	4,501,123.09	454,000.00	3,922,552.21	1,175,781.08	3,327,441.76	480,504.38	1,744,387.15	5,552,333.29
FIFTH	2,940.00	1,500,365.00	6,286,071.00	335,340.00	6,266,586.00	1,187,450.00	4,767,726.00	437,400.00	2,584,250.00	7,789,376.00
GRAND TOTALS	\$ 113,792.71	\$ 7,018,601.28	\$24,330,282.61	\$ 2,867,656.88	\$21,098,487.52	\$ 7,496,532.20	\$17,130,385.31	\$ 5,662,976.51	\$ 8,669,314.78	\$31,462,676.60

First Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Charlotte	0101-203	SN-FA-70(2)	5	0.263	Peace River Br. to Proj. SN-FA 243(1)			\$ 19,800.00		\$ 19,800.00		\$ 10,800.00		\$ 9,000.00	\$ 19,800.00
Charlotte	0101-204	SN-FA-243(1)	5	1.625	Relocation through Charlotte Harbor			103,400.00		103,400.00		56,400.00		47,000.00	103,400.00
DeSoto	0404-112		18	4.317	Between SR 2 Arcadia & 3.167 Mi. S. & SR 86										
Glades	0501-201	SN-FA-122-A(1)	8-A	0.50	SAL R.R. in Arcadia SR 67 to Highlands Co. Line		26,732.23			26,732.23		26,732.23			26,732.23
Glades	0502-		29	9.0	Lakeport to a point 9 Miles N.E.		13,344.60			13,344.60		3,459.71		9,884.89	13,344.60
Hardee	0601-115		2	0.692	S. City Limits Wauchula to Pt. 0.692 Mi. N.			198,000.00		198,000.00		123,600.00	74,400.00		198,000.00
Hardee	0603-104		32	6.810	Wauchula E. to SR 63		4,950.00			4,950.00		4,950.00			4,950.00
Hardee	0603-105		32	0.631	Between SR 2 & E. City Limits Wauchula		88,000.00			88,000.00		88,000.00			88,000.00
Hardee	0605-105		63	0.417	Between SR 2 & Pt. 0.417 Mi. E. Zo'fo Springs		6,122.57			6,122.57		6,122.57			6,122.57
Hardee	0605-106		36	4.115	Between Cowarts Corner & Zo'fo Springs		3,001.99			3,001.99		3,001.99			3,001.99
Hardee	0607-110		2	4.202	Wauchula to Pt. 4.202 Mi. North		38,778.08			38,778.08		38,778.08			38,778.08
Hendry	0706-107		164	5.00	Collier Co. Line—5 Mi. North		42,337.68			42,337.68		42,337.68			42,337.68
Hendry				15.0	SR 25 to Pt. 15 Mi. S (Devil's Garden Rd.)		55,200.40			55,200.40		46,273.13	8,927.27		55,200.40
Hendry			25	1.0	In Clewiston		50,000.00			50,000.00			50,000.00		50,000.00
Hernando	0804-104		15	7.8	Weekiwachee Springs to U. S. Army Reservation		61,291.42			61,291.42			61,291.42		61,291.42
Highlands	0901-201	SN-FA-122-A(1)	8-A	12.627	Glades Co. Line to Pt. 12.627 Mi. North		28,890.40			28,890.40		28,890.40			28,890.40
Highlands	0901-202	SN-FA-122(2)	8-A	5.63	Childs to Lake Placid		197,686.64			197,686.64		30,312.42	32,587.87	134,786.35	197,686.64
Highlands	0901-203	F-123(1)	8-A	15.0	Lake Placid to Sebring		385,000.00			385,000.00		210,000.00		175,000.00	385,000.00
Highlands	0901-	FAGH-123(2) (Reg.)	8-A	40.0'	U. P. under ACL RR N. of Lake Placid		900,000.00			900,000.00		380,454.45	69,545.55	450,000.00	900,000.00
Highlands	0906-108		8	7.11	Between Brighton & Pt. 7.11 Mi. West		49,500.00				49,500.00	4,500.00		45,000.00	49,500.00
Highlands	0913-102		349	2.48	Approx. 2 Mi. E. of Lake Placid—2.48 Mi. E.		1,000.00			1,000.00		1,000.00			1,000.00
Highlands	0902-102		164	70.0'	Approx. 2 Mi. West of old Venus		20,000.00		20,000.00				20,000.00		20,000.00
Hillsboro	1000-102		313	7.903	Fla. Ave. between SR 17 & SR 5, N. of Tampa	10,000.00					10,000.00		10,000.00		10,000.00
Hillsboro	1006-	FAGS-250(3)	23		Signals at SAL RR & 50th St., Tampa		53,441.26			53,441.26		53,441.26			53,441.26
Hillsboro	1011-104		79	13.737	Bet. Pt. 0.5 Mi. E. of SR 5 & SR 315		8,715.00				8,715.00	415.00		8,300.00	8,715.00
Hillsboro	1015-204	SN-FA-77 (1)	17	4.555	Pinellas Co. East 4.555 Miles		165,000.00			165,000.00		165,000.00			165,000.00
Hillsboro	1018-302	DA-WR-31-B (1)	613	1.251	Bet. Int. Hanlon & Warner Sts. & Pt. 1.251 Mi. W.		14,155.10			14,155.10		3,613.78		10,541.32	14,155.10
Hillsboro	1018-303	DA-WR-31-C (1)	613	0.9	W. City Limits Port Tampa to Docks		28,600.00			28,600.00				28,600.00	28,600.00
Hillsboro		FAGM 97(1) (OFF)			Signals at SAL RR and Lake Ave., Tampa		50,000.00			50,000.00				50,000.00	50,000.00
Lee	1201-112		5&27	0.704	In Fort Myers		7,350.00				7,350.00	350.00		7,000.00	7,350.00
Lee	1202-105		2	1.357	In Fort Myers		12,186.52			12,186.52		12,186.52			12,186.52
Lee	1202-	F-135(1)	25	7.5	Tice to Olea		18,591.93			18,591.93		18,591.93			18,591.93
Lee	1204-104		25	2.810	In Fort Myers		416,760.00			416,760.00		226,760.00		190,000.00	416,760.00
Lee	1206-106		183	6.159	Bckelia South 6.159 Miles	59,852.71	26,039.81			26,039.81		26,039.81			26,039.81
Manatee	1303-301	FAGS-250-B(1)	23		Signals at ACL RR at Gilette		59,852.71					39,247.82	20,604.89		59,852.71
Pasco	1403-104		15	6.0	Pinellas Co. Line to New Port Richey		4,725.00				4,725.00	225.00		4,500.00	4,725.00
Pasco	1403-111		15	5.95	New Port Richey to SR 210		43,499.69		43,499.69			43,499.69			43,499.69
Pasco	1405-		23	4.92	Dade City N. to Proj. NRS 107			118,000.00	118,000.00			118,000.00			118,000.00
Pasco	1405-	FAGS-107(2)	23	0.57	O.H. over ACL & SAL at Owensboro			231,000.00		231,000.00		126,000.00		105,000.00	231,000.00
								155,100.00			155,100.00	14,100.00		141,000.00	155,100.00

Pasco	1411	.....	23	3.627	Hillsborough Co. Line to Zephyrhills	.....	198,000.00	.....	198,000.00	.....	108,000.00	.....	90,000.00	198,000.00
Pasco	1411	.....	23	250.0'	O. H. over ACL RR South of Zephyrhills	.....	52,800.00	.....	52,800.00	.....	4,800.00	.....	48,000.00	52,800.00
Pinellas	1501-	FAGS 103(1)	15	.....	Signals at SAL RR at Seminole	.....	8,190.00	.....	8,190.00	.....	390.00	.....	7,800.00	8,190.00
Pinellas	1502-107	.....	15	1.895	SR 231 to Pasco Co. Line	2,000.00	.....	2,000.00	.....	2,000.00	.....	.....	.....	2,000.00
Pinellas	1502-108	.....	15	270.0'	Bridge over Ancloste R. at Tarpon Springs	.....	11,000.00	.....	11,000.00	.....	11,000.00	.....	.....	11,000.00
Pinellas	1502-	FAGH 137 (1)(Reg)	15	160.0'	O. H. over ACL RR N.E. of Tarpon Springs	.....	41,500.00	.....	41,500.00	.....	3,500.00	.....	38,000.00	41,500.00
Pinellas	1504-104	.....	595	4.95	Bet. SR 15 & SR 73 in Clearwater	58,964.33	.....	58,964.33	.....	58,964.33	.....	.....	.....	58,964.33
Pinellas	1505-201	SN-FA-77(1)	17	0.377	Oldsmar to Hillsborough Co. Line	2,000.00	.....	2,000.00	.....	500.00	.....	1,500.00	.....	2,000.00
Pinellas	1506-	FAGM-98 (1)(OFF)	73	.....	Signals at ACL RR in Pinellas Park	.....	7,796.25	.....	7,796.25	.....	371.25	.....	7,425.00	7,796.25
Polk	1611-	.....	79	1.5	Bridges and Approaches to Peace River	.....	174,821.22	.....	174,821.22	.....	87,410.61	.....	87,410.61	174,821.22
Polk	1629-102	.....	215	9.0	Lake Alfred to Polk City	.....	200,000.00	.....	200,000.00	.....	200,000.00	.....	.....	200,000.00
Polk	1600-103	.....	564	5.9	Winter Haven to Dundee	30,000.00	.....	30,000.00	.....	30,000.00	.....	.....	.....	30,000.00
Polk	1601-106	.....	17	4.135	Hillsborough Co. Line to Lakeland	27,500.00	.....	27,500.00	.....	27,500.00	.....	.....	.....	27,500.00
Polk	1607	FAGM 71A (1)(OFF)	2	0.568	O. H. over SAL RR at Polk City	.....	115,500.00	.....	115,500.00	.....	10,500.00	.....	105,000.00	115,500.00
Polk	1609	.....	8	4.0	Frostproof South 4 Miles	.....	75,000.00	.....	75,000.00	.....	75,000.00	.....	.....	75,000.00
Polk	1613-105	.....	79	373.0'	At ACL RR Underpass	2,000.00	.....	2,000.00	.....	2,000.00	.....	.....	.....	2,000.00
Polk	1613-	.....	79	6.653	Lake Wales to Pt. 6.653 Mi. East	.....	308,000.00	.....	308,000.00	.....	168,000.00	.....	140,000.00	308,000.00
Polk	1617-	FAP 175-H	8-A	1.562	S. end FAP 175-H to Pt. 1.562 Mi. N.	.....	79,200.00	.....	79,200.00	.....	43,200.00	.....	36,000.00	79,200.00
Polk	1615-104	.....	30	6.0	SR 8 at Frostproof—6 Mi. East	.....	198,000.00	.....	198,000.00	.....	198,000.00	.....	.....	198,000.00
Polk	1621-102	.....	34	11.196	From Fla. Ave., Lakeland to Pasco Co. Line	13,750.00	.....	13,750.00	.....	13,750.00	.....	.....	.....	13,750.00
Polk	1621-104	.....	34	9.196	Providence to Pasco Co. Line	.....	110,000.00	.....	110,000.00	.....	110,000.00	.....	.....	110,000.00
TOTALS						\$ 99,852.71	\$ 1,009,498.23	\$ 4,322,723.89	\$ 197,249.69	\$ 1,587,827.67	\$ 646,997.47	\$ 3,107,969.66	\$ 347,357.00	\$ 5,432,074.83

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Alachua	2601-	.....	2	.....	Marion Co. Line—North	\$	\$	\$ 74,104.54	\$	\$ 55,404.54	\$ 18,700.00	\$ 74,104.54	\$	\$	\$ 74,104.54
Alachua	2602-104	.....	2-A	2.512	SR No. 2—SAL RR in Gainesville	.....	1,000.00	.....	.....	1,000.00	.....	1,000.00	.....	.....	1,000.00
Alachua	2602-106	.....	2	0.474	Between Experimental Sections	.....	4,429.41	.....	.....	4,429.41	.....	4,429.41	.....	.....	4,429.41
Alachua	2602-107	.....	2-A	2.207	N. City Limits Gainesville—SR 2	.....	9,587.50	.....	.....	9,587.50	.....	9,587.50	.....	.....	9,587.50
Alachua	2602-	F-8(7)	2	8.300	A Pt. S. Santa Fe River-Alachua	.....	23,347.96	404,250.00	.....	404,250.00	.....	207,250.00	.....	197,000.00	404,250.00
Alachua	2603-108	.....	5	12.500	Newberry-High Springs	.....	23,347.96	.....	.....	23,347.96	.....	23,347.96	.....	.....	23,347.96
Alachua	2607-	.....	14	.....	In Gainesville	.....	13,814.35	.....	.....	13,814.35	.....	13,814.35	.....	.....	13,814.35
Alachua	2607-	S-132(1)	14	15.954	Newberry - Gainesville	.....	330,000.00	.....	.....	330,000.00	.....	165,000.00	.....	165,000.00	330,000.00
Alachua	.....	FAGM 90(1) (OFF)	14	.....	Signals Gainesville at University Avenue	.....	.....	6,900.00	.....	.....	6,900.00	.....	.....	6,900.00	6,900.00
Alachua	2618-103	.....	.....	0.4	Streets at University of Fla.	.....	.....	26,945.05	.....	26,945.05	.....	26,945.05	.....	.....	26,945.05
Alachua	2605-	.....	13	.....	Bridge No. 9	.....	.....	57,337.50	.....	57,337.50	.....	57,337.50	.....	.....	57,337.50
Baker	2701-104	.....	1	5.415	Little St. Marys River-Nassau Co. Line	.....	7,829.37	.....	.....	7,829.37	.....	7,829.37	.....	.....	7,829.37
Baker	2701-105	.....	1	0.163	In Macclenny	.....	20,636.47	.....	.....	20,636.47	.....	20,636.47	.....	.....	20,636.47
Baker	2703-106	.....	49	4.884	Macclenny—North	.....	59,151.01	.....	.....	59,151.01	.....	59,151.01	.....	.....	59,151.01
Baker	2704-	.....	154	14.000	End of Pavement—North	.....	.....	88,722.78	.....	88,722.78	.....	16,078.70	59,151.01	.....	88,722.78
Bradford	2801-109	.....	13	4.035	Santa Fe River—North	.....	21,177.87	.....	.....	21,177.87	.....	21,177.87	72,644.08	.....	88,722.78
Bradford	2801-	.....	13	.....	Alachua Co. Line—North	.....	75,003.50	.....	.....	75,003.50	.....	36,495.81	38,507.69	.....	75,003.50
Bradford	.....	FAGH 82(2) (Reg.)	13	.....	Signals near Hampton on State Road No. 13	.....	3,500.00	.....	.....	3,500.00	.....	.....	3,500.00	.....	3,500.00
Clay	7101-104	.....	3	0.470	In Green Cove Springs	.....	5,390.15	.....	.....	5,390.15	.....	5,390.15	.....	.....	5,390.15
Clay	7110-102	.....	48	0.927	Lee Field - Shands Bridge	.....	11,280.46	.....	.....	11,280.46	.....	11,280.46	.....	.....	11,280.46
Clay	7114-301	DA-NC-44-A(1)	259	2.033	State Road No. 3—West	.....	8,016.19	.....	.....	8,016.19	.....	.....	2,805.67	5,210.52	8,016.19

Second Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1945

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1945 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Columbia	2903-		2		Santa Fe River North			30,094.50			30,094.50	30,094.50			30,094.50
Columbia	2903-104		2	1.227	Mason City—Lake City		2,872.01			2,872.01		2,872.01			2,872.01
Columbia	2904-103		2	0.707	Lake City—North		1,918.41			1,918.41		1,918.41			1,918.41
Columbia	2904-		2		Lake City—North			12,564.97			12,564.97	12,564.97			12,564.97
Columbia		FAGH 24(3) (Reg.)	1		Signals at Watertown on State Road No. 1			3,500.00			3,500.00			3,500.00	3,500.00
Columbia			82	17.500	Ft. White—Lake City			245,271.05		245,271.05		98,309.82	146,961.23		245,271.05
Dixie	3001-201	FA 92(9) & 256(1)	500	0.539	Steinhatchee River — South		108,326.17			30,752.52	77,573.65		57,265.67	51,060.50	108,326.17
Dixie	3005-102		69	1.517	Taylor Co. Line—Lafayette Co. Line		32,639.97			32,639.97			32,639.97		32,639.97
Dixie	3006-102		452	2.387	State Road No. 500—Hines		6,616.22			6,616.22			6,616.22		6,616.22
Duval	7214-		13		Clay Co. Line North			10,637.45			10,637.45	10,637.45			10,637.45
Duval	7201-107		1	15.137	Nassau Co. Line — Hart Haven		17,795.21			17,795.21		17,795.21			17,795.21
Duval	7205-108		3	1.751	In Jacksonville		1,376.10			1,376.10		1,376.10			1,376.10
Duval	7207-207	FI-79(7)	4	12.171	S. City Limi's Jacksonville—Bayard			935,000.00				535,000.00		400,000.00	935,000.00
Duval	7208-105		4	2.019	Automobile Drive—Myrtle Ave.		4,874.13			4,874.13		4,874.13			4,874.13
Duval	7208-205	FA143-F	4	1.436	FA Project 143-A(2) — Thomas Creek		106,158.45			106,158.45		56,299.73		49,858.72	106,158.45
Duval	7215-102		138	5.002	ACL Railroad — Dunn's Avenue		40,601.70			40,601.70		40,601.70			40,601.70
Duval	7216-201	FAS 86(1)	47	0.585	Goodby's Lake Bridge & Approaches			102,387.48		31,962.67	70,424.81	66,599.87		35,787.61	102,387.48
Duval	7217-105		139	5.392	1/2 Mi. N. Clay Co. Line — Cedar Creek		23,882.22			23,882.22		23,882.22			23,882.22
Duval	7217-106		139	1.403	Cedar Creek — Hamilton Street		17,634.55			17,634.55		17,634.55			17,634.55
Duval	7217-107		139	0.463	Cedar Creek Bridge & Approaches			132,000.00		27,000.00	105,000.00	132,000.00			132,000.00
Duval	7217-103		139	0.097	Park St. Underpass & Approaches			19,138.95		19,138.95		19,138.95			19,138.95
Duval	7219-102		376	1.026	Pablo Creek Hydraulic Fill		208,990.67		208,990.67				208,990.67		208,990.67
Duval	7219-103		376	2.148	Atlantic Blvd.—Lovegrove Road		406,605.50			373,444.00	33,161.10	406,605.50			406,605.50
Duval	7219-104		376	11.443	Lovegrove Road—Road 140			495,718.57	76,783.57	313,335.00	105,600.00		495,718.57		495,718.57
Duval	7222-301	DA-NR-9-A(1)	553	1.937	1/8 Mi. W. McGirts Creek—East		12,340.93			12,340.93					12,340.93
Duval		FAGM-46(1) (OFF)			Signals between Jacksonville and Moncrief			6,000.00			6,000.00			6,000.00	6,000.00
Duval		FAGM-73(1) (OFF)			Signals at Jacksonville on San Juan, Rcsele & King Streets			32,500.00			32,500.00			32,500.00	32,500.00
Duval		FAGS-45(1) Old 4			Signals near Lacey on Kings Road			3,500.00			3,500.00			3,500.00	3,500.00
Duval		(1) (OFF)			Signals at Jacksonville on 63rd Street			7,500.00			7,500.00			7,500.00	7,500.00
Duval		FAGS102-(1)			Signals South of Tisonia on Park Avenue			4,500.00			4,500.00			4,500.00	4,500.00
Duval		FAGS-102 (1)			Signals N. of Jacksonville on Dunn's Avenue			5,000.00			5,000.00			5,000.00	5,000.00
Duval	7200-305	DA-NR46(1)			Signals at entrance to Dewey Park Housing Proj.		11,000.00				11,000.00			11,000.00	11,000.00
Duval		FAGM-145(1) (ON)	3		Signals on Main Street			4,000.00			4,000.00			4,000.00	4,000.00
Gl'christ	3103-106		77	0.50	In Trenton			20,971.99		20,971.49		20,971.49			20,971.49
Gl'christ	3105-		82	3.773	On Road 82 N. of Trenton			117,943.41	95,902.16		22,041.25	6,291.87	111,651.52		117,943.41
Hamilton	3201-104		2	0.586	In Jasper		6,428.67			6,428.67		6,428.67			6,428.67
Hamilton	3201-106		2	0.636	In Jasper		2,502.85			2,502.85		2,502.85			2,502.85
Hamilton	3205-102		116	12.940	SR No. 2—Withacoochee River		152,016.43			152,016.43		152,016.43			152,016.43
Hamilton	3201-		2		Columbia Co. Line—North			87,649.87			87,649.87		58,038.47		87,649.87
Lafayette	3303-	S-138(1)	50	8.724	Dixie Co. Line—SR 5-A			110,000.00		110,000.00		55,000.00		55,000.00	110,000.00
Lafayette	3304-107		69	0.130	Luraville Bridge		343,410.02				343,410.02	343,410.02			343,410.02
Lafayette	3304-109		69	2.215	Dixie Co. Line—North		35,658.73			35,658.73			35,658.73		35,658.73
Lafayette	3304-110		69	0.236	Luraville Bridge Approach			4,053.50		4,053.50		4,053.50			4,053.50

Lafayette	3305-102	106	9.118	SR 5-A — Madison Co. Line	147,667.91	93,355.67	54,312.24	10,511.91	137,156.00	147,667.91			
Levy	3406-102	240	2.672	SR No. 5 — Marion Co. Line	4,027.24	4,027.24	4,027.24	4,027.24		4,027.24			
Levy	3405-103	15	0.75	In Chiefland	50,000.00	50,000.00		50,000.00		50,000.00			
Madison	3506-133	106	16.592	Lafayette Co. Line—Madison	211,200.00	205,012.50	6,187.50	152,800.00	58,400.00	211,200.00			
Madison	3506-301	1		FAGM-45-D(1) (ON) Signals in Madison	4,500.00		4,500.00		4,500.00	4,500.00			
Madison	3506-301	1		FAGM 89 (1) (OFF)									
Nassau	7402-	106		SAL Overhead in Madison	45,000.00		45,000.00		45,000.00	45,000.00			
Nassau	7402-	3	12.384	Nassau Marsh-St. Mary's River	37,390.00		37,390.00	37,390.00		37,390.00			
Nassau	7400-101		1.270	SR No. 13 — Fernandina Beach	3,000.00		3,000.00		3,000.00	3,000.00			
Nassau	7400-102	157	0.198	Bridge over St. Marys River	27,215.83		27,215.83		27,215.83	27,215.83			
Nassau	7401-102	1	1.778	Baker Co. Line—Duval Co. Line	2,060.78	2,060.78		2,060.78		2,060.78			
Nassau	7406-	13		S-139(1) Amelia River Bridge	330,000.00		330,000.00	165,000.00		330,000.00			
Nassau	7407	138	5.105	Duval Co. Line — State									
Nassau	7411-301	606	2.811	Road No. 4	175,835.00	112,310.00	63,525.00	138,873.61	36,961.39	175,835.00			
Nassau			1.500	Road 45-8—Road 45-65	1,242.73	1,242.73				1,242.73			
Nassau				Around C. A. A. Airport near Fernandina	29,700.00	29,700.00		29,700.00		29,700.00			
Nassau				FAGS 104(1) Signals 1st Crossing S. St. Marys River	4,500.00		4,500.00		4,500.00	4,500.00			
Nassau	7406-	13	13.020	Yu'ee—Atlantic Ocean	30,580.00		30,580.00	30,580.00		30,580.00			
Suwannee	3701-104	1	0.983	In Live Oak	6,180.22	6,180.22		6,180.22		6,180.22			
Suwannee	3704-107	50	0.630	In Live Oak	3,435.25	3,435.25		3,435.25		3,435.25			
Suwannee	3706-105	69	0.138	Suwannee River Relief Bridges	113,650.73		113,650.73	15,074.18	98,576.55	113,650.73			
Suwannee	3706-	69	0.926	Luraville Bridge Approach	17,448.20	17,448.20		17,448.20		17,448.20			
Suwannee	3706-	69	0.550	In Live Oak	8,470.00	8,470.00		8,470.00		8,470.00			
Suwannee	3700-		0.25	Road No. 1 — Convict Camp	6,000.00	6,000.00		6,000.00		6,000.00			
Taylor	3805-105	35	7.295	Keaton Beach—North	84,740.87	84,740.87			84,740.87	84,740.87			
Taylor	3807-104	69	1.650	SR No. 500 — Dixie Co. Line	26,343.59	26,343.59				26,343.59			
Taylor	3809-	10-A	5.000	Hampton Springs—Perry	129,250.00	110,000.00	19,250.00	13,957.63	26,343.59	129,250.00			
Taylor	3807-	69	10.123	Tennile — Stephenville	19,000.00	19,000.00			115,292.37	19,000.00			
Union				State Prison Farm at Ral-ford	20,000.00	20,000.00		20,000.00		20,000.00			
TOTALS					\$ 1,987,392.57	\$ 4,737,050.07	\$ 400,676.40	\$ 4,450,556.32	\$ 1,873,209.92	\$ 3,088,429.42	\$ 2,356,612.21	\$ 1,279,401.01	\$ 6,724,442.64

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1945

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Bay	4609-107	767-B	10	0.511	Approaches West Bay Creek		\$ 3,500.00			\$ 3,500.00		\$ 3,500.00			\$ 3,500.00
Bay	4602-107	680-681	10		Machinery for East & West Bay Bridges		25,000.00				25,000.00	25,000.00			25,000.00
Bay	4606-105	1179-B	52	2.000	Lynn Haven Bridge		424,718.50				424,718.50	424,718.50			424,718.50
Bay	4606-106	1179	52		Approaches Lynn Haven Bridge		83,401.25		63,401.25	20,000.00		83,401.25			83,401.25
Bay	4609-106	767-B	10	704'	West Bay Creek Bridge		14,000.00				14,000.00	14,000.00			14,000.00
Bay	4602-108		10	0.53	Mail Post 22.97 to Mile Post 23.8			40,000.00	1,000.00	11,500.00	27,500.00	40,000.00			40,000.00
Bay					Signals A. & St. A.B. Ry., Harrison Ave.			8,000.00			8,000.00	8,000.00			8,000.00
Bay					Signals A. & St. A.B. Ry., Lynn Haven Jct.			8,000.00			8,000.00	8,000.00			8,000.00
Calhoun	4700-		159	11.2	Road 10 at West Bay—Road 52 at Vicksburg			148,800.00	73,800.00		75,000.00		148,800.00		148,800.00
Calhoun	4702-106	501-B	6	0.700	Blountstown—Jackson Co. Line			87,011.69	87,011.69				87,011.69		87,011.69
Calhoun	4702-107		6	300'	Scott's Ferry Bridge & Apprs.		193,487.21		20,000.00	10,000.00	163,487.24	193,487.24			193,487.24
Escambia	4814-301	FAGS 47(1)	62		Bridges Nos. 2 & 3		7,500.00	45,000.00			45,000.00	45,000.00			45,000.00
Escambia	4802-106		1	955'	Signals L. & N. RR						7,500.00		7,500.00		7,500.00
Escambia	4812-102	97-A	115	4.745	Overhaul Bridge No. 7	11,000.00					11,000.00	11,000.00			11,000.00
Escambia	4801-		1	2.5	East Pass—Ft. Walton		3,500.00			3,500.00		3,500.00			3,500.00
Escambia					Perdido River Br. & Apprs.			194,400.00	15,000.00	40,000.00	139,400.00	104,400.00		90,000.00	194,400.00
Escambia	4814-105		62	9.468	Davisville—Mile Post 9.468			98,000.00	23,500.00	73,000.00	1,500.00		98,000.00		98,000.00

Third Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Escambia	4800-		93	0.500	Bayou Chico Bridge			337,479.92	30,000.00	44,479.92	263,000.00		337,479.92		337,479.92
Franklin	4910-103		277	1.399	Apalachicola — Flexible Gunnery School		25,000.00		11,000.00	14,000.00			25,000.00		25,000.00
Franklin	4900-102		277	1.060	12th St. in Apalachicola		4,000.00		1,500.00	2,500.00			4,000.00		4,000.00
Franklin	4906-		12	12.04	Road 10—Buck's Siding			367,000.00	97,000.00	100,000.00	170,000.00	132,022.93	51,467.07	183,500.00	367,000.00
Franklin	4904-		10	51'	Bridges 18, 19 and 20			11,400.00			11,400.00	11,400.00			11,400.00
Gadsden	5000-			8.00	Quincy—Ga. Line (Bainbridge Rd.)			120,403.74	64,000.00		56,403.74		120,403.74		120,403.74
Gadsden	5008-104	1250	127	0.364	Liberty Co. Line—Quincy		500.00			500.00		500.00			500.00
Gadsden	5009-		277	7.55	Sycamore—River Junction			159,000.00	74,000.00	60,000.00	25,000.00		79,500.00	79,500.00	159,000.00
Gadsden	5002-107		1	0.30	Havana Overpass			35,000.00	9,000.00	6,000.00	20,000.00	35,000.00			35,000.00
Gadsden	5010-			7.5	Point Milliken—Dogtown			157,000.00	65,000.00	68,000.00	24,000.00		157,000.00		157,000.00
Gadsden	5006-104		12	160'	Bridges			30,000.00			30,000.00	30,000.00			30,000.00
Gadsden	5003-		76	4.426	Quincy—Little River			193,000.00	15,000.00	168,000.00	10,000.00	96,500.00		96,500.00	193,000.00
Gulf	5102-109	686	6	2.864'	Government Canal Bridge & Apprs.		318,123.09		28,000.00	10,000.00	280,123.09	318,123.09			318,123.09
Gulf	5100-		453	15.00	Beacon Hill—Wewahitchka			115,000.00	35,000.00	60,000.00	20,000.00		59,089.55	55,910.45	115,000.00
Gulf	5100-			7.00	Willis Landing—Dalkeith			75,542.31	28,000.00	35,000.00	12,542.31		75,542.31		75,542.31
Holmes	5208-		186	13.767	Road 39—Alabama Line			54,000.00				54,000.00			54,000.00
Holmes	5200-		71	464'	Newberry Bridge			18,000.00			18,000.00		18,000.00		18,000.00
Holmes	5200-		84	150'	Leonia Bridge			6,000.00			6,000.00		6,000.00		6,000.00
Holmes		FAGM 52(1)			L. & N. Signals (Bonifay)			75,000.00			75,000.00			75,000.00	75,000.00
Holmes	5200-	1162-C	165	9.00	Choctawhatchee River — Road 88			78,220.30	78,220.30			34,402.51	43,817.79		78,220.30
Jackson	5301-104	634	1	0.746	Marianna		1,000.00			1,000.00		1,000.00			1,000.00
Jackson	5303-107	515	20	2.50	3.6 Mi. N. Bay Co. Line—2.5 Mi. N.		3,000.00			3,000.00		3,000.00			3,000.00
Jackson	5307-107	786	123	2.377	Holmes Co. Line—Campbellton		5,000.00			5,000.00		5,000.00			5,000.00
Jackson	5309-106		90	5.25	Road 1 — Marianna Air Base		5,000.00			5,000.00		5,000.00			5,000.00
Jackson	5311-103		90	0.435	Marianna		500.00			500.00		500.00			500.00
Jackson	5313-105	1258-C	159	7.9	Dellwood — Greenwood		33,000.00		3,000.00	30,000.00			33,000.00		33,000.00
Jackson	5302-	634	1	7.376	End Pavement — Cypress			493,900.00	150,000.00	300,000.00	43,900.00	268,900.00		225,000.00	493,900.00
Jackson	5307-		123	15.0	Campbellton — Malone			61,262.99	61,262.99				61,262.99		61,262.99
Jackson		FAGM-54(1) (OFF)	84		L. & N. Signals at Marianna			3,000.00			3,000.00			3,000.00	3,000.00
Jackson		FAGM-112-A (ON)	20		L. & N. Signals at Cottondale			7,500.00			7,500.00			7,500.00	7,500.00
Jackson	5313-106		159	4.000'	Grand Ridge — Road 1			12,000.00	3,000.00	7,000.00	2,000.00		12,000.00		12,000.00
Jackson	5317-101		523	1.600'	School House — Road 90			13,000.00	3,000.00	4,000.00	6,000.00		13,000.00		13,000.00
Jackson					Streets near Jackson										
Jefferson	5404-102	747	35	6.00	Hospital Madison Co. Line — Ga. Line			11,000.00	1,500.00	7,000.00	2,500.00		11,000.00		11,000.00
Jefferson	5406-104		43	8.897	Wacissa — Lloyd		1,200.00			1,200.00		1,200.00			1,200.00
Jefferson	5409-101	722	43	1.170	Wacissa Springs		48,092.60		20,692.60	26,000.00	1,400.00	48,092.60			48,092.60
Jefferson	5407-		96	9.454	Road 500 — State Road 11			16,021.33	16,021.33	5,000.00		15,309.27	5,712.06		21,021.33
Jefferson	5401-		1	9.917	Monticello — Aucilla River			85,000.00	32,000.00	50,000.00	3,000.00	42,500.00		42,500.00	85,000.00
Jefferson	5400-		291	8.0	Monticello-Ga. State Line			60,000.00			60,000.00	60,000.00			60,000.00
Leon	5503-101		354	6.101	Road 10 — Natural Bridge		21,000.00		10,000.00	10,000.00		10,000.00			10,000.00
Leon	5502-		1	0.500	Baum Overpass			20,000.00	9,000.00	10,000.00	1,000.00	21,000.00			21,000.00
Leon	5500-				Woodward Ave.							20,000.00			20,000.00
Leon	5500-			0.740	Gaines St. — Road 76			35,000.00	12,000.00	13,500.00	9,500.00	35,000.00			35,000.00
Leon	5500-			9.0	Centerville Road — N.E.										
Leon	5506-		76	4.354	Ochlockonee River — Project 131			96,618.13	29,000.00	62,618.13	5,000.00	35,310.84	61,307.29		96,618.13
Leon				2.8	Extension Adams St.—Road 110			193,000.00	15,000.00	168,000.00	10,000.00	96,500.00		96,500.00	193,000.00
Liberty	5604-		135	4.445	N. End Pavement—Apalachicola Forest			98,467.18	41,000.00	23,000.00	34,467.18	98,467.18			98,467.18
Liberty	5604-		135	4.800	Apalachicola Forest—Hcsford			122,747.88	59,747.88	52,000.00	11,000.00		46,429.88	76,318.00	122,747.88
Liberty	5604-							90,766.38	47,766.38	34,500.00	8,500.00	2,668.34	88,098.04		90,766.38
Okaloosa	5703-103		135	7.00	Franklin Co. Line—Wilma			4,013.67	4,013.67			4,013.67			4,013.67
Okaloosa	5703-104	803	10-115	0.942	Ft. Walton		7,000.00			7,000.00		7,000.00			7,000.00
Okaloosa		803	10	3.700	Santa Rosa Co. Line—Sound Bridge										
Okaloosa	5705-105	815	54	13.281	Road No. 10—North		3,500.00			3,500.00		3,500.00			3,500.00
Okaloosa	5705-106	819	54	0.682	Crestview			9,000.00		9,000.00		9,000.00			9,000.00
Okaloosa	5708-103	935	82	775.7'	Blackwater River Bridge			1,000.00		1,000.00		1,000.00			1,000.00
Okaloosa	5710-		165	4.30	Road 41—Yellow River			89,267.50			89,267.50	89,267.50			89,267.50
								45,042.77	22,000.00	18,000.00	5,042.77		45,042.77		45,042.77

Okaloosa	5700-	234	3.85	Deerland — Dorcas	14,000.00	4,500.00	6,000.00	3,500.00	14,000.00	14,000.00				
Okaloosa	5700-	218	0.76	Niceville — 3/4 Mi. South	30,967.27	13,000.00	12,967.27	5,000.00	30,967.27	30,967.27				
Okaloosa	5707-	41	62'	Bridge 28	9,300.00			9,300.00	9,300.00	9,300.00				
Okaloosa	FAGM 50(1)			L. & N. Signals at Crestview	7,500.00			7,500.00	7,500.00	7,500.00				
Santa Rosa	5803-105	10	0.90	Ft. Walton — Navarre	600.00		600.00	600.00		600.00				
Santa Rosa	5805-108	37	0.990	1.34 Mi. N. of Road 1—North	1,500.00		1,500.00	1,500.00		1,500.00				
Santa Rosa	5810-302	594	3.131	Road 190 — Whiting Field	10,000.00		10,000.00		10,000.00	10,000.00				
Santa Rosa	5800-102	187	565'	Bagdad Bridge	104,423.77			104,423.77	63,573.55	104,423.77				
Santa Rosa	5805-	37	1.5	Road No. 1 — Milton	56,000.00	22,000.00	12,500.00	21,500.00	28,000.00	56,000.00				
Santa Rosa	5800-	227	1.65	Chumuckla — Road 265	30,000.00	10,000.00	15,000.00	5,000.00	30,000.00	30,000.00				
Santa Rosa	5809-	190	12.41	Coldwater — Munson	99,952.70	45,352.70	50,000.00	4,000.00	99,952.70	99,952.70				
Santa Rosa	5805-	190	0.30	Road 37 — New Location to Old Location	8,000.00	3,000.00	2,000.00	3,000.00	4,000.00	8,000.00				
Santa Rosa	5808-	62		Parking Area and access to Road 62 at Farmer's Market at Jay	6,000.00		6,000.00	6,000.00		6,000.00				
Santa Rosa	FAGS 49(1)	265		Signals West of Milton	3,300.00			3,300.00	3,300.00	3,300.00				
Wakulla	5900-	175	8.5	Shadeville—Spring Creek	85,000.00	10,000.00	75,000.00		42,500.00	85,000.00				
Wakulla	5901-	10	0.3	Dry Creek	83,532.82	3,500.00	1,100.00	84,932.82	86,000.00	89,532.82				
Walton	6007-103	854	60	75' DeFuniak Springs — Alabama Line	1,700.00			1,700.00	1,700.00	1,700.00				
Walton	6017-102	593	165'	Ionias — Road 40	600.00			600.00	600.00	600.00				
Walton	6006-	40	263'	Bridges Nos. 41, 42 & 44	36,450.00			36,450.00	36,450.00	36,450.00				
Walton	6012-	358	90'	Bridge over Bay Branch	10,000.00	1,000.00	500.00	8,500.00	10,000.00	10,000.00				
Walton	6010-	88	16'	Bridge No. 56	4,500.00			4,500.00	4,500.00	4,500.00				
Walton	6003-	10	156'	Bridges Nos. 16, 17, 21 & 29	23,400.00			23,400.00	23,400.00	23,400.00				
Walton	FAGM 51(1) (OFF)	40		L. & N. Signals 11th & 4th Streets	15,000.00			15,000.00		15,000.00				
Walton	6001-	1		Entrance and Parking Area at Farmers Market near DeFUNIAK Springs	4,000.00		4,000.00	4,000.00		4,000.00				
Washington	6100-	67-45	10.00	Hinson's Cross Roads —Road No. 39 approx. 3 mi. S. of Bonifay	45,000.00	15,000.00	12,000.00	18,000.00	45,000.00	45,000.00				
Washington	6100-	Co. 2	285'	Reddick Bridge — Alligator Creek Bridge	12,000.00			12,000.00	12,000.00	12,000.00				
Washington	6100-	Co.91	0.5	Alligator Creek Br. & Apprs.	12,000.00	3,000.00		9,000.00	12,000.00	12,000.00				
Washington	6100-	Co. 36	520'	Open Creek & Alligator Creek Br.	22,334.81			22,334.81	22,334.81	22,334.81				
Washington	FAGM 53(1) (OFF)	52		Signals at Sixth St. in Chipley	3,000.00			3,000.00	3,000.00	3,000.00				
TOTALS					\$ 11,000.00	\$ 1,470,635.28	\$ 4,483,314.56	\$ 1,480,390.79	\$ 1,870,965.32	\$ 2,613,093.73	\$ 2,838,818.47	\$ 2,041,102.92	\$ 1,084,528.45	\$ 5,964,449.84

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Broward	8602-203	FI-63	4	8.5	Hillsboro Canal — 8.5 Mi. S., 2nd Lane	\$	\$	\$ 600,000.00	\$	\$ 600,000.00	\$	\$ 300,000.00	\$	\$ 300,000.00	\$ 600,000.00
Broward	8602-203	FI-63	4	200'	Bridge over Hillsboro Canal for 2nd Lane			132,000.00			132,000.00	66,000.00		66,000.00	132,000.00
Broward	8603-104		178	1.31	Road 4—Road 140 (Dania Beach Rd.)			134,763.20		134,763.20		134,763.20			134,763.20
Broward		FAGM-92 (1) (OFF)	518		Installation Flashing Signals — Hollywood SAL RR			7,700.00			7,700.00			7,700.00	7,700.00
Broward	8600-306	FAGM-42(1) (OFF)	394		Installation Flashing Signals — Hallandale, Hallandale Beach Rd.—FEC RR			9,000.00			9,000.00			9,000.00	9,000.00
Broward	8600-307	FAGM-238(5) (OFF)			Installation Flashing Signals — Ft. Lauderdale S.W. 6th St.—FEC RR			9,000.00			9,000.00			9,000.00	9,000.00
Broward	8600-308	FAGM-253(2) (OFF)	361		Installation Flashing Signals — Pompano N.E. 3rd St. — FEC RR			9,000.00			9,000.00			9,000.00	9,000.00
Broward	8600-309	FAGM-254(2) (OFF)	176		Installation Flashing Signals — Dania State Road 176 — FEC RR			9,000.00			9,000.00			9,000.00	9,000.00
Collier	0308-105& 0309-103		164	8.494	3.5 Mi. N. Miles City—3.75 Mi. N. Sunniland		13,900.00			13,900.00		13,900.00			13,900.00

Fourth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Collier	0309-104	.....	164	6.185	Immokalee — Hendry Co. Line		83,593.00			83,593.00		11,640.26	71,952.74		83,593.00
Collier	0306-103	.....	27-A	3.9	Marco Bridge — Collier City			26,934.51		26,934.51		26,934.51			26,934.51
Collier	0307-104	.....	164	1.04	Court House in Everglades-End of Pavement			117,625.75		117,625.75		49,874.11	67,751.64		117,625.75
Dade	8708-	.....	140-A	0.60	North Bay Causeway 79th St. (Replacement Timber Bridges)			381,590.00		24,090.00	357,500.00	97,590.00	284,000.00		381,590.00
Dade	8708-102& 8709-105	.....	140-A 26	4.924	North Bay Causeway & 79th St. & Road No. 26 from 36th St.—Hialeah		38,552.48			38,552.48		38,552.48			38,552.48
Dade	8717-	.....	270	1.909	State Road 4 — State Road 140			238,354.25		238,354.25		238,354.25			238,354.25
Dade	8717-	.....	270	0.105	Bridge across Inland Waterway			155,681.08			155,681.08	155,681.08			155,681.08
Dade	8724-201	.....	370	8.00	36th St. — Road 270			604,574.30		604,574.30		302,287.15		302,287.15	604,574.30
Dade	8708-	.....	140-A	0.737	Road 4—W. end of Br. across Inland Waterway			130,000.00		130,000.00		130,000.00			130,000.00
Dade	.....	FAGM 94(1) (OFF)	370	.....	Installation Flashing Signals—Opa Locka, Grape-land Blvd.—SAL RR.....			6,500.00			6,500.00			6,500.00	6,500.00
Dade	.....	FAGM 94(1) (OFF)	.....	.....	Installation Flashing Signals — Opa Locka, Opa Locka Blvd.—SAL RR.....			6,900.00			6,900.00			6,900.00	6,900.00
Dade	8708-	FAGM-66(1)	140-A	.....	Installation Flashing Signals — Hialeah 79th St. — SAL RR.....			6,600.00			6,600.00			6,600.00	6,600.00
Dade	.....	FAGM 94(1) (OFF)	.....	.....	Installation Flashing Signals — Opa Locka, Same St. — SAL RR.....			7,600.00			7,600.00			7,600.00	7,600.00
Dade	.....	FAGS-101(1)	.....	.....	Installation Flashing Signals — Hialeah Jct., Le Juene Road — SAL RR.....			6,300.00			6,300.00			6,300.00	6,300.00
Dade	.....	FAGS-99(1)	.....	.....	Installation Flashing Signals — Ojus, M a i n Street — FEC RR.....			9,000.00			9,000.00			9,000.00	9,000.00
Dade	.....	FAGS-99(1)	.....	.....	Installation Flashing Signals — Ojus 2nd Crossing S. of Depot — FEC RR.....			9,000.00			9,000.00			9,000.00	9,000.00
Dade	8700-302	FAGM-36(1) (OFF)	.....	.....	Installation Flashing Signals—Miami NW 5th St., NW 8th St., NW 10th St., NW 13th St., NW 14th St., — FEC RR.....			31,000.00			31,000.00			31,000.00	31,000.00
Dade	8717-301	FAGM-43(1) (OFF)	270	.....	Installation Flashing Signals — N. Miami Beach Ocean Drive — FEC RR.....			9,000.00			9,000.00			9,000.00	9,000.00
Dade	8700-308	FAGM-239(5) (OFF)	.....	.....	Installation Flashing Signals — Miami, NE 39th St., NE 59th St., NE 71st St. — FEC RR.....			27,000.00			27,000.00			27,000.00	27,000.00
Dade	8711--109	.....	27	225'	Road 205—Collier Co. Line (Repl. 5 Tbr. Brs.)			49,500.00			49,500.00	49,500.00			49,500.00
Martin	8900-302	FAGM-39(1) (OFF)	.....	.....	Installation Flashing Signals — Salerno, St. Lucie Ave. — FEC RR.....			9,000.00			9,000.00			9,000.00	9,000.00
Martin	8900-301	FAGM-40(1) (OFF)	.....	.....	Installation Flashing Signals — Stuart, Ave. C & 4th St. — FEC RR.....			18,000.00			18,000.00			18,000.00	18,000.00
Okeechobee	9105-201	.....	194	0.753	Taylor Creek Br. & Approaches			130,000.00		55,000.00	75,000.00	65,000.00		65,000.00	130,000.00
Okeechobee	9110-201	.....	162-A	8.03	Road 29 — St. Lucie Co. Line			285,000.00	285,000.00			142,500.00		142,500.00	285,000.00
Okeechobee	9109-201	.....	59	500'	Airport (Sta. 80) — Bas-senger (Sta. 706)			124,000.00		5,000.00	124,000.00	62,000.00		62,000.00	124,000.00
Okeechobee	9109-102	.....	59	1 515	Road 8—Air port (Sta. 80)		5,000.00			5,000.00		5,000.00			5,000.00
Palm Beach	9301-202	FI-63	4	6.0	Hillsboro Canal to Yam-ato, 2nd Lane			450,000.00		450,000.00		225,000.00		225,000.00	450,000.00
Palm Beach	9321-105	.....	199	15.537	Delray Road—Palm Beach Canal		597,000.00			597,000.00		599,800.00	27,200.00		597,000.00
Palm Beach	9314-105	.....	194	5.439	Canal Point—Road 353.....		116,545.56			116,545.56		116,545.56			116,545.56

Palm Beach	9317-103	172	0.702	Road 143—FEC RR, Chosen	196,000.00			196,000.00		196,000.00			196,000.00
Palm Beach	9310-301	25		Installation Flashing Signals — South Bay, Road 25 — FEC RR		4,500.00			4,500.00			4,500.00	4,500.00
Palm Beach	9300-302			Installation Flashing Signals — Del. ay Beach, SE 2nd St. — FEC RR		5,500.00			5,500.00			5,500.00	5,500.00
Palm Beach	9300-301			Installation Flashing Signals — W. Palm Beach, Flamingo & Claremore Drives — FEC RR	18,000.00				18,000.00			18,000.00	18,000.00
Palm Beach	9313-301	143		Installation Flashing Signals — Pahokee, Pelican Lake — FEC RR	4,500.00				4,500.00			4,500.00	4,500.00
St. Lucie-Indian River	9401-202	4	7.5	Ft. Pierce—S. end Proj. NRH-140	490,000.00			490,000.00		245,000.00		245,000.00	490,000.00
St. Lucie		162	11.85	Okeechobee Co. Line—East 11.85 Mi.	229,000.00	169,000.00			60,000.00	81,900.00	29,600.00	114,500.00	229,000.00
St. Lucie	9405-105	162	0.231	N. 2nd St. — Br. across Indian River	619.16			619.16		619.16			619.16
TOTALS					\$ 1,051,210.20	\$ 4,501,123.09	\$ 454,000.00	\$ 3,922,552.21	\$ 1,175,781.08	\$ 3,327,441.76	\$ 480,504.38	\$ 1,744,387.15	\$ 5,552,333.29

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET			TYPE OF WORK			FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Brevard	7002-		4	5.858	Bonaventure to Cocoa	\$	\$	\$ 66,049.00	\$	\$ 66,049.00	\$	\$ 66,049.00	\$	\$	\$ 63,049.00
Brevard	7002-112		4	7.325	North & South of Eau Gallie		5,000.00			5,000.00		5,000.00			5,000.00
Brevard	7005-106		24	0.419	Bridge over Indian River in Melbourne		757,900.00				757,900.00	757,900.00			757,900.00
Brevard	7006-105		140	9.811	Melbourne Beach—South		3,634.00			3,634.00		3,634.00			3,634.00
Brevard	7012-		101	1.600	Eau Gallie to Road 143			30,000.00	30,000.00			30,000.00			30,000.00
Brevard	7014-109		219	14.219	Courtney to Wilson		1,000.00			1,000.00		1,000.00			1,000.00
Brevard	7016-		119		Bulkhead for Indian River Br. at Titusville			51,000.00			51,000.00	51,000.00			51,000.00
Brevard					Flashing Signals at FEC RR, Poinsett Dr. in Cocoa			9,000.00			9,000.00			9,000.00	9,000.00
Brevard	7013-		219	12.000	Georgiana to Mathers Bridge			90,000.00		90,000.00			90,000.00		90,000.00
Brevard	7011-		22	8.509	Indian River City to Orange Co. Line			50,000.00		50,000.00			50,000.00		50,000.00
Brevard			191	5.500	Road 24 to a point 5.5 miles South			30,000.00		30,000.00			30,000.00		30,000.00
Brevard			101	7.800	Eau Gallie to Road 24			55,000.00	55,000.00				55,000.00		55,000.00
Brevard	7010-		206	7.300	Cocoa to Orange Co. Line			13,000.00	13,000.00				13,000.00		13,000.00
Brevard	7014-		119-A	7.400	Road 119 to a point 7.4 miles North			30,000.00		30,000.00			30,000.00		30,000.00
Flagler Lake	1101-	FAGM 60(1) (OFF)	2		Bunnell to Road 140			34,400.00	34,400.00				34,400.00		34,400.00
Lake	1104-	FAGM-175-K (3)(ON)	8-A		Flashing Signal at SAL RR—Main St. in Leesburg			7,750.00			7,750.00			7,750.00	7,750.00
Lake					Flashing Signals at SAL RR in Leesburg			8,900.00			8,900.00			8,900.00	8,900.00
Lake	1101-104		2	1.530	Leesburg to Tavares		500.00			500.00		500.00			500.00
Lake	1102-103		2	0.700	In Groveland		139.00			139.00		139.00			139.00
Marion	3603-		2	10.900	Lowell to Alachua Co.			270,000.00		270,000.00		270,000.00			270,000.00
Marion	3603-105		2	8.771	Ocala to Lowell		500.00			500.00		500.00			500.00
Orange	7503-		3	1.492	Lake Lily to Seminole County Line			20,000.00		20,000.00		20,000.00			20,000.00
Orange	7505		22	5.700	Orlando to Minorville			200,000.00	200,000.00			100,000.00		100,000.00	200,000.00
Orange	7506-		22	9.080	Brevard Co. to Bithlo			82,717.00		82,717.00		82,717.00			82,717.00
Orange	7506-		22	14.910	Orlando to Bithlo			650,000.00		590,000.00	60,000.00	325,000.00		325,000.00	650,000.00
Orange					Flashing Signals at ACL RR in Orlando on Princeton & Rollins Ave.			20,150.00			20,150.00			20,150.00	20,150.00
Orange					Flashing Signals at ACL RR in Winter Park on Holt, Penn. & Fairbanks Avenues			22,750.00			22,750.00			22,750.00	22,750.00

Fifth Division

STATE ROAD DEPARTMENT OF FLORIDA—CONSTRUCTION BUDGET FOR 1946

County	Sec. & Job No.	Project No.	Road No.	Length Miles	Description	1946 BUDGET		TYPE OF WORK				FUNDS			Total Funds
						Underway State Forces	Underway Contract	Proposed	Grading	Paving	Structures	State	County	Federal	
Osceola	9205-104		29	3.689	Narccossee to Orange Co. Line		41,064.00			41,064.00		41,064.00			41,064.00
Osceola	9206-		29	9.400	Il'ahaw to Holopaw			155,000.00		155,000.00		270,000.00	128,000.00		155,000.00
Osceola	9210-104		29	4.860	Sta. 18.84 to Sta. 23.70	2,940.00			2,940.00			2,940.00			2,940.00
Osceola	9206-107		29	5.200	Nittaw to Il'ahaw		4,575.00			4,575.00		4,575.00			4,575.00
Putnam	7600-		624	2.250	Road No. 3 to Road No. 28			50,000.00		50,000.00		44,000.00	6,000.00*		50,000.00
Putnam	7600-		45	13.450	Crescent City to Welaka			19,370.00		19,370.00		18,370.00	1,000.00*		19,370.00
Putnam	7600-		308	5.750	Welaka to Satsuma			3,932.00		3,932.00		3,932.00			3,932.00
Putnam	7600-		340	8.000	Marion Co. to Road 14			6,264.00		6,264.00		6,264.00			6,264.00
Putnam	7601-		3	4.130	Volusia Co. to Crescent City			230,000.00		230,000.00		115,000.00		115,000.00	230,000.00
Putnam	7607-		80	7.050	Road 14 to Melrose			6,002.00		6,002.00		6,002.00			6,002.00
Putnam	7601-110		3	0.550	Madison St. in Palatka		26,380.00			26,380.00		26,380.00			26,380.00
Seminole	7704-105		44	9.892	Lake Jessup to Volusia Co. Line		286,531.00			286,531.00		286,531.00			286,531.00
Seminole	7706-		202	6.333	Oviedo to Geneva			69,275.00		69,275.00		69,275.00			69,275.00
Seminole	7707-		203	7.420	Oviedo to Orange Co. Line			284,000.00		284,000.00		142,000.00		142,000.00	284,000.00
Seminole	7701-		3	9.059	Orange County Line to Sanford			108,000.00		108,000.00		108,000.00			108,000.00
Seminole	7709-				Sanford Farmers Market			6,500.00		6,500.00		6,500.00			6,500.00
St. Johns	7800-			0.097	Cardova & Orange St., St. Augustine			6,062.00		6,062.00		6,062.00			6,062.00
St. Johns	7800-101			0.442	Cardova St. in St. Augus- tine		4,100.00			4,100.00		4,100.00			4,100.00
St. Johns	7801-		4	4.000	Relccation thru St. Aug- ustine			880,000.00		880,000.00		440,000.00		440,000.00	880,000.00
St. Johns	7801-		4	0.290	Relocation Bay St. in St. Augustine			15,950.00		15,950.00		15,950.00			15,950.00
St. Johns	7802-103		4	14.295	St. Augustine to a Pt. 14.3 Mi. North		11,115.00			11,115.00		11,115.00			11,115.00
St. Johns			140	1,700'	Vilano Bridge and Ap- proaches			250,000.00			250,000.00	250,000.00			250,000.00
Sumter	1801-		23	6.350	Hernando Co. Line to Bushnell			280,000.00		280,000.00		140,000.00		140,000.00	280,000.00
Volusia	7901-7903		4	8.000	S. City Limits of Daytona Beach to Ormond			1,950,000.00		1,950,000.00		975,000.00		975,000.00	1,950,000.00
Volusia	7904-107		3	1.380	Thru Orange City		1,872.00			1,872.00		1,872.00			1,872.00
Volusia	7905-110		3	5.462	Road 21 to DeLeon Springs		23,155.00			23,155.00		23,155.00			23,155.00
Volusia	7906-202	SN-FA 117(2)	21	4.155	DeLand to Daytona Beach		332,400.00			332,400.00		166,200.00		166,200.00	332,400.00
Volusia	7906-203	SN-FA-117(3)	21	1.200	Volusia Ave. in Daytona Beach			225,000.00		225,000.00		112,500.00		112,500.00	225,000.00
Volusia	7907-105		21	0.756	West City Limits DeLand to 0.756 Mi. West		500.00			500.00		500.00			500.00
TOTALS						\$ 2,940.00	\$ 1,500,365.00	\$ 6,286,071.00	\$ 335,340.00	\$ 6,266,586.00	\$ 1,187,450.00	\$ 4,767,726.00	\$ 437,400.00	\$ 2,584,250.00	\$ 7,789,376.00

* These funds to be furnished by County by special millage tax

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BELL CAKES

The advertisement features a black background with yellow and white text and illustrations. At the top, a yellow banner reads "EAT MORE Enriched". To the right is a loaf of bread with a yellow label that says "Bell Enriched! Super Soft". Below the banner is a round cake with a yellow label that says "Fresh Daily" and "BELL CAKES". The bottom of the ad features the large, stylized text "Bell Bread and Cake".

SURPLUS COMES IN HANDY

Those so-called "surplus taxes" that Governor Caldwell was instrumental in having enacted—another cent on cigarettes and increased levies on liquor and racetrack betting—are being used to provide \$250,000 in housing for married war veterans attending the University of Florida under the GI bill of rights. Any objection to that?

There shouldn't be, though the Tampa papers and some others that have been griping about the "Caldwell taxes" will probably reply that it doesn't take levies yielding some \$13,000,000 to furnish university veterans with \$250,000 in housing. It could have been done, of course, by squeezing it out of the previous three-cent tax on cigarettes without adding the extra penny or by taking only the odd cents in racetrack betting instead of running it up to a full percentage point or by letting the bartender instead of the State pick up the penny change for a bottle of beer. Also, had the need for \$250,000 come up without these new taxes to draw on it might have been filched from old age pensions, the school ma'ams or from the drivers' license fund which was levied to support a State highway patrol and which is conveniently converted—to the tune of substantially more than \$200,000—for whatever the boys at Tallahassee think is a good idea.

Instead of relying on that exceedingly bad public policy Governor Caldwell urged the legislature to provide extra funds for the post-war demands practically everybody agreed would arise. These demands are now arising and the \$250,000 for the university veterans is merely a drop in the bucket. The State hospital for the insane is overflowing with pitifully cared for patients whom Governor Caldwell thinks could be adequately accommodated at the Arcadia airfields which the State can acquire. Comptroller Jim Lee wants a building for his voluminous office files, now stored in a Tallahassee warehouse which he described as a fire trap. The Tampa Tribune has been clamoring for an improvement in the confinement cells (sweat-boxes) at State convict camps. Departments at Tallahassee are literally bulging out of Capitol buildings and there is not a single State institution that is sufficiently equipped for its functions.

Adding all this up, Charles H. Overman, director of the bureau set up by the legislature to take jurisdiction over needed improvements, reported to the cabinet that the total was \$21,000,000. As this figure was the sum of estimates by heads of State agencies concerned, it is perhaps subject to some discount. But even when boiled down it is a whole lot more than the governor's "unnecessary" taxes will yield. If only minimum requirements are met the "surplus" will vanish

when the building program has been completed.

As Governor Caldwell has pointed out, we have it to do in the early future. Some of it could go over until the next administration but his idea was to raise the money now when the cigarette smokers, liquor drinkers and racetrack players were flush. This was the same idea former Mayor Sam Fitzsimmons had in promoting his municipal "transactions" tax for Fort Myers. He thought the city should get the money while business was prospering instead of waiting until tax dollars are hard to come by. It was a sound conception but unfortunately the method was illegal.

The virtue of Governor Caldwell's program will be determined by the manner in which the "surplus" is spent. So far it has been wisely earmarked. If that continues to be the policy the people will have no regret at the "new" taxes. They will get something the State needs and they won't have to pay for it with other than cigarette, liquor and racetrack money.—Ft. Myers News-Press.

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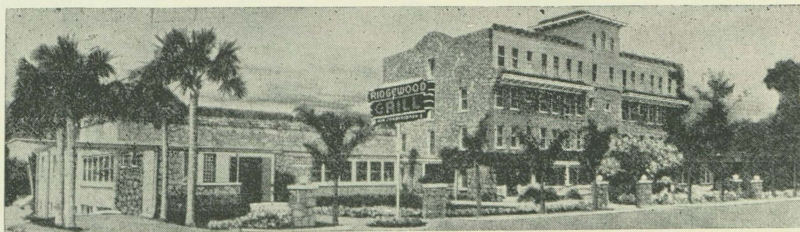
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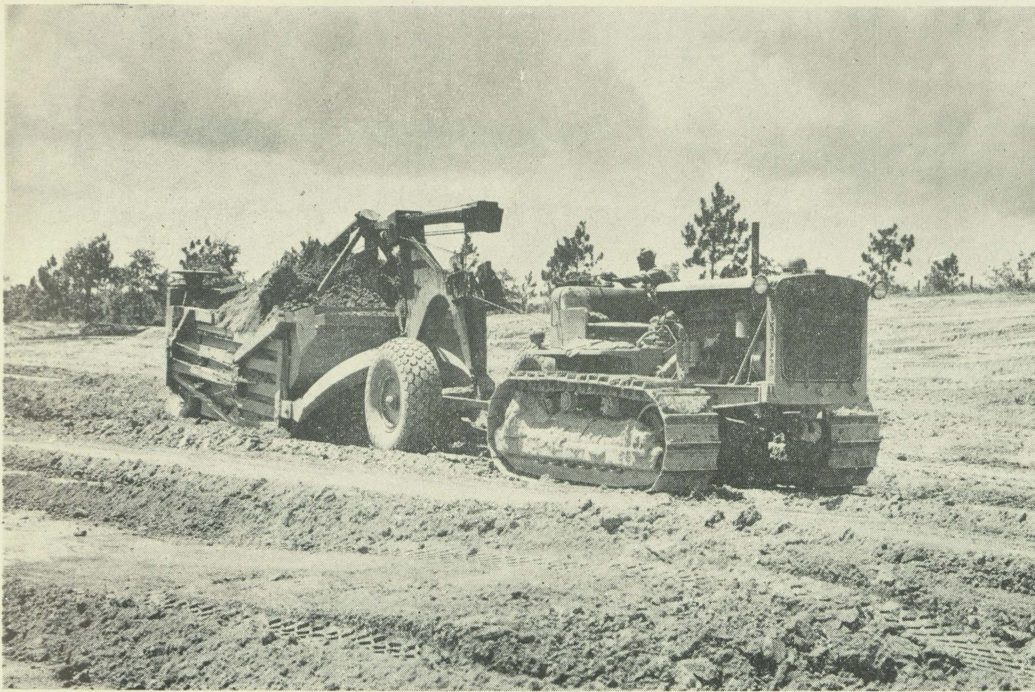
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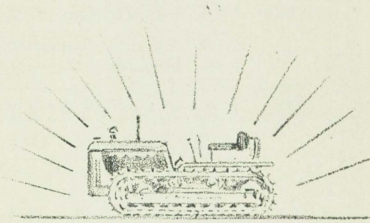
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Remember, if you present "Caterpillar" needs servicing, your Dealer is ready and equipped to give you the best. His factory-trained servicemen are specialists in making quick and satisfactory repairs or in giving a complete overhaul job. Don't hesitate to call on your Dealer. Whatever your needs may be, you'll get helpful, reliable service.

IN THE SOUTH

Burford-Toothaker Tractor Company
Montgomery, Alabama

Shelley Tractor-Equipment Company
Miami and Tampa, Florida

Clewiston Motor Company
Clewiston, Florida



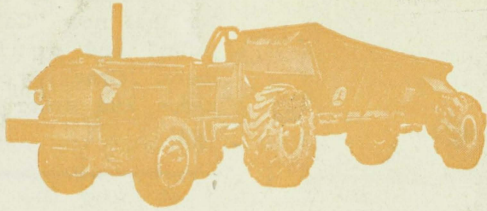
CATERPILLAR

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DIESEL

CASH HON W T
STATE LIBRIAN
TALLAHASSEE FLA

FLORIDA - GEORGIA TRACTOR COMPANY



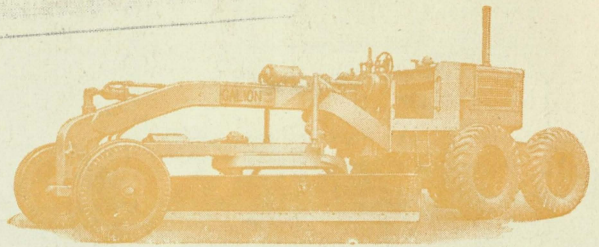
Bottom-Dump Euclid

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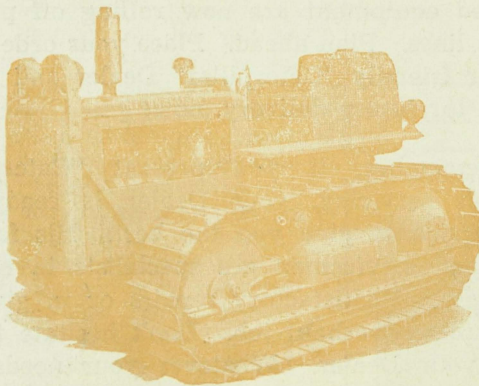
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In addition to a sales force, we have Service and Parts Depots located at the above points in order to assure owners of International TracTracTors, Industrial Wheel-Type Tractors and Power Units, as well as other equipment distributed by us, receiving prompt and efficient service. Your patronage will be appreciated.

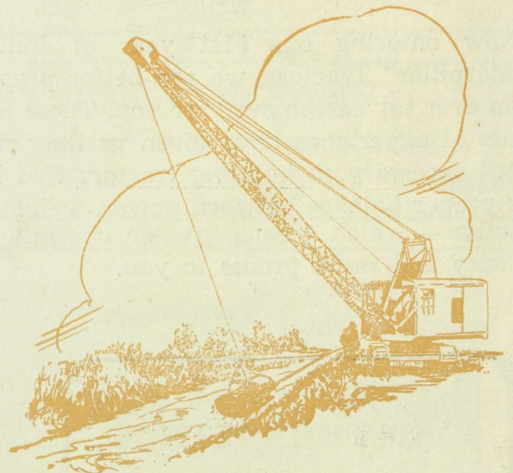
BUILT ON SERVICE

Sales Representatives located

JACKSONVILLE, TALLAHASSEE, LAKELAND, TAMPA, ORLANDO AND MIAMI, FLORIDA
WAYCROSS AND SAVANNAH, GEORGIA



Model TD-9 International TracTracTor



Northwest Dragline

DISTRIBUTORS FOR:

Heil Scrapers, Bulldozers, etc.
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Trojan Patrols-Tamping Rollers
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Elgin Pick-Up Sweepers and Refuse-Getters
Cedar Rapids Asphalt Plants

We also handle many other popular lines of construction and industrial machinery in addition to a complete stock of rebuilt equipment for rent or sale.